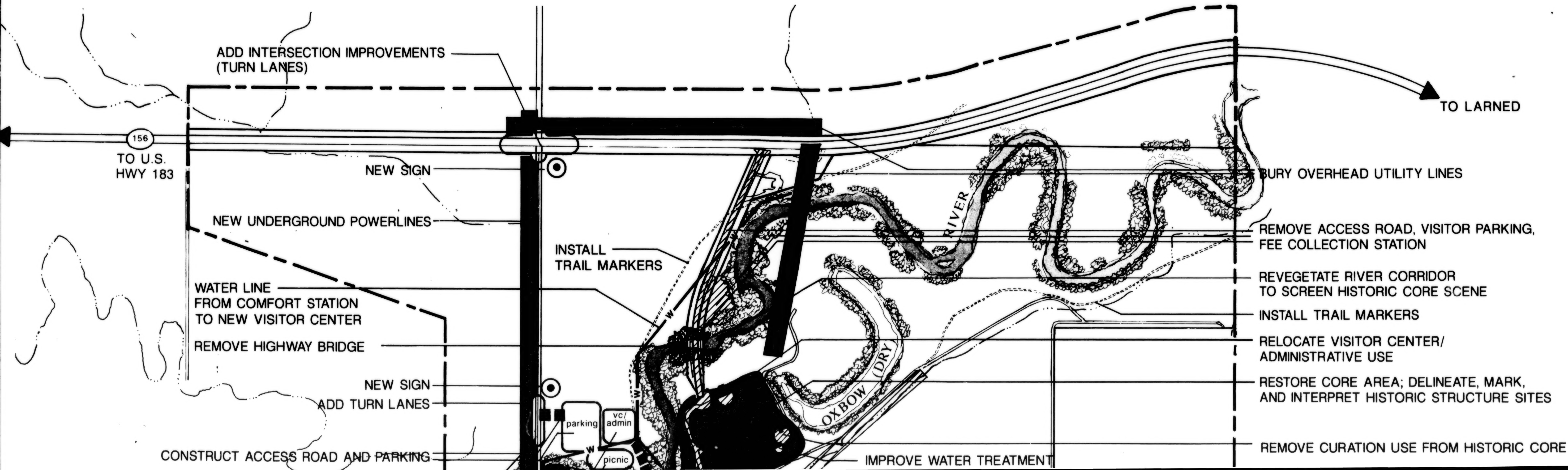
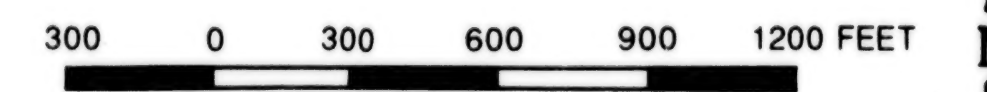
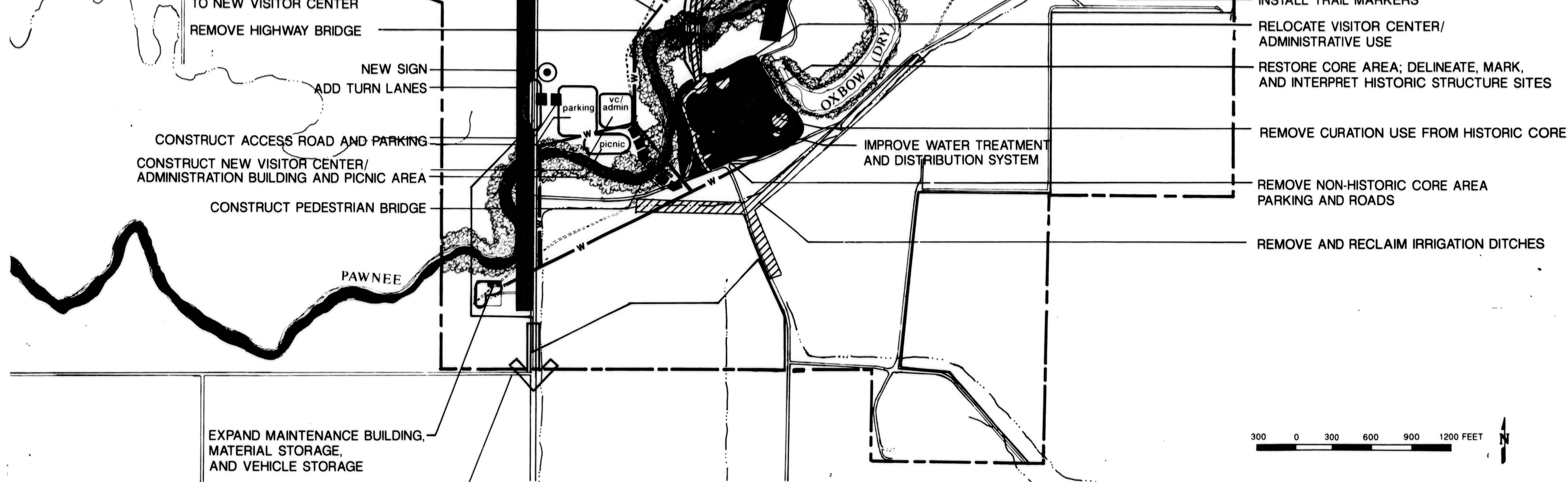


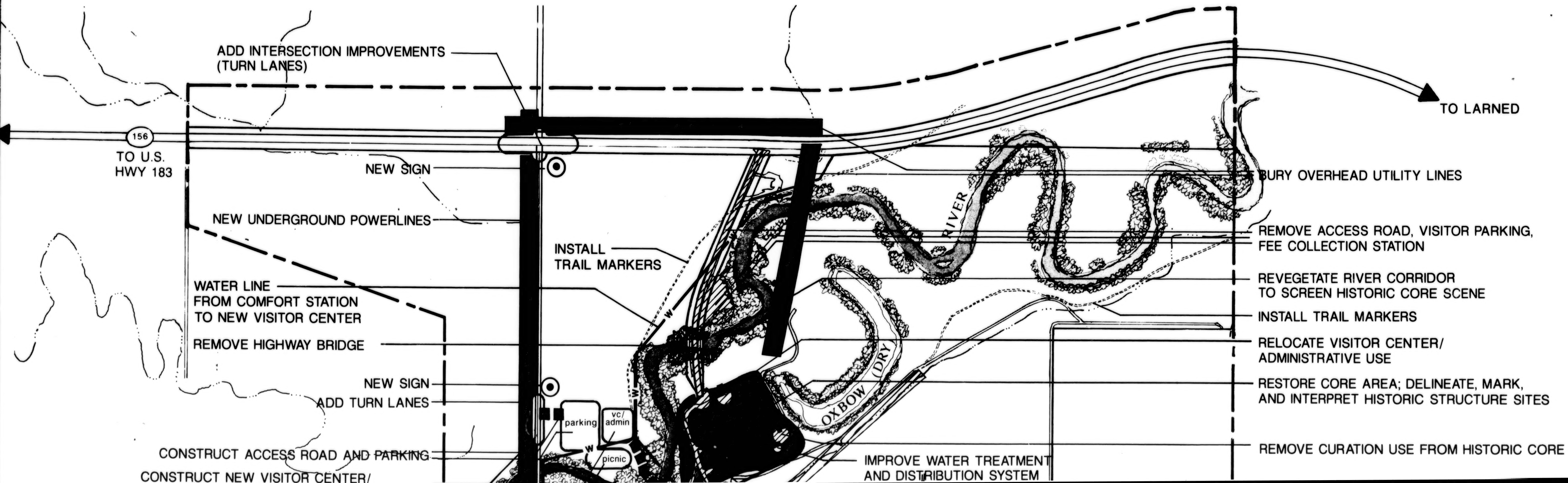


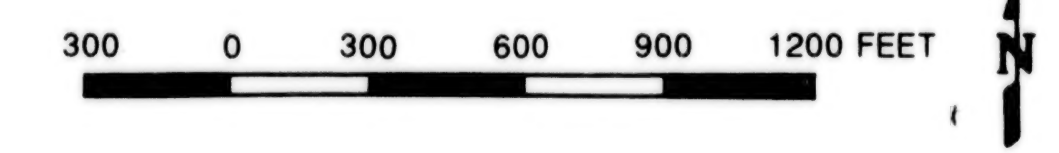
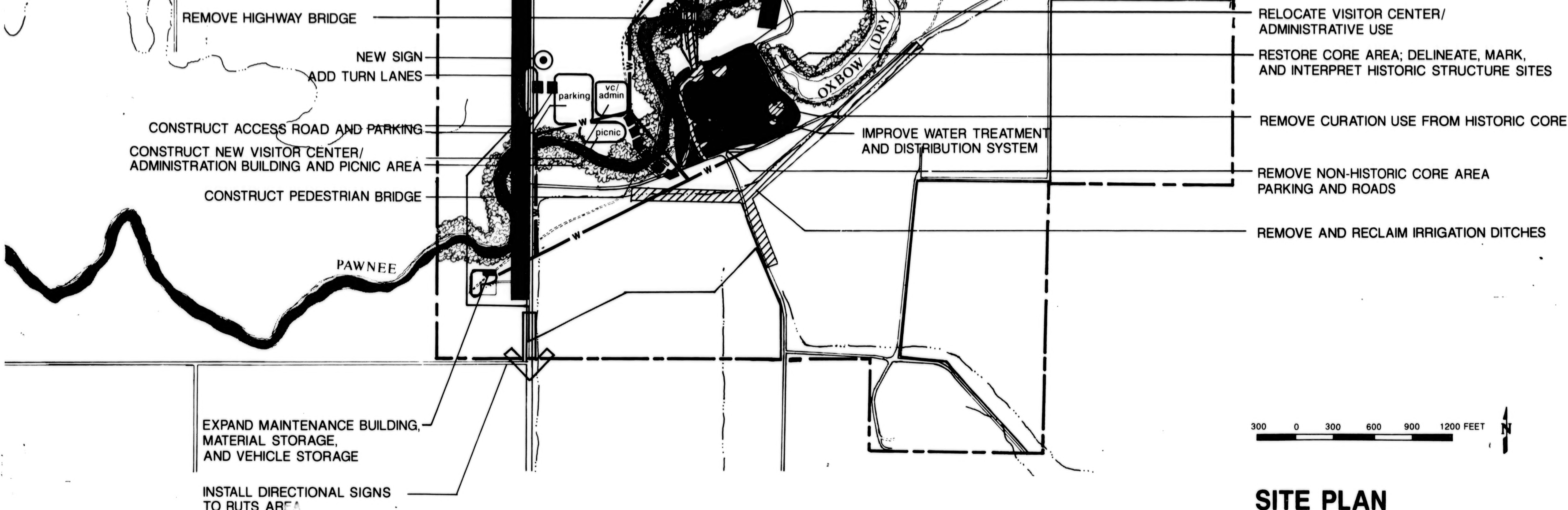


SITE PLAN

FORT LARNED NATIONAL HISTORIC SITE
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
DSC • 425 • 20.007C • NOV 94

BEST COPY AVAILABLE





SITE PLAN

FORT LARNED NATIONAL HISTORIC SITE
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DSC • 425 • 20.007C • NOV 94

NAUTILUS



The world's first nuclear propelled submarine, Nautilus' nuclear plant enabled the boat to remain submerged for weeks, even months. (Photo courtesy Naval Historical Center/U.S. Navy, 1958)

Official #SSN-571

INIT #177

Current Location: GROTON, CONNECTICUT

Previous Name(s): USS NAUTILUS (1954-1982)

Built in 1954 by ELECTRIC BOAT COMPANY
Built at GROTON, CONNECTICUT
Built for U.S. NAVY

Vessel Type: NUCLEAR SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: NAUTILUS
Armament: SIX 21-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 323.9; Beam: 27.8; Draft: 22.0
Displacement: 2975.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: NUCLEAR, STR MARK II; Horsepower: 15000.0
Propulsion: TWIN SCREW

Owner: NAUTILUS MEMORIAL & SUBMARINE FORCE LIBRARY & MUSEUM
Address: NAVSUBASE/P.O. BOX 571
GROTON, CT 06349-5000 Phone: 203-449-3174

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #79002653

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

NELLIE & MARY



Nellie & Mary currently sits at the same site where she was built nearly 100 years ago. One of the oldest oyster schooners in existence, the Heritage Ship Guild of Philadelphia saved her from oblivion in 1972. Turned over to the Bridgeton Port Authority of New Jersey 13 years later, she is being restored as a floating exhibit. (Photo courtesy National Maritime Initiative/Candace Clifford, 1990)

Official #130533

INIT #110

Current Location: BRIDGETON, NEW JERSEY

Previous Name(s): NONE

Built in 1891 by RICE AND BROTHERS SHIPYARD

Built at BRIDGETON, NEW JERSEY

Built for TIMOTHY BATEMAN AND JAMES PETERSON

Vessel Type: SCHOONER

Original Use: OYSTERING

Present Use: MUSEUM (PROPOSED)

Masts: 2; Rigging: SCHOONER

Length: 49.3; Beam: 17.0; Depth of Hold: 4.9

Gross Tonnage: 21.0; Net: 13.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: DIESEL AUXILIARY; Horsepower: 165.0

Propulsion: SAIL/SINGLE SCREW

Owner: MUNICIPAL PORT AUTHORITY

Address: 10 GROVE

BRIDGETON, NJ 08302

Phone: 609-455-3230

Condition: POOR; Original Fabric: 80%

Preservation Objective: FLOATING EXHIBIT

Accessible: FALSE; Afloat: FALSE; Operating: FALSE



NENANA

Built for the Alaska Railroad for service on the Yukon, Nenana, and Tanana Rivers in Alaska, Nenana carried military cargoes during World War II, including lend-lease aircraft on the way to Russia. Retired in 1955, Nenana is now preserved at Alaskaland Park near Fairbanks. (Photo by Bill Hanable, 1989)

Current Location: FAIRBANKS, ALASKA

INIT #111

Previous Name(s): NONE

Built in 1933 by BERG CONSTRUCTION COMPANY

Built at NENANA, ALASKA

Built for THE ALASKA RAILROAD

Vessel Type: RIVER STEAMBOAT

Original Use: PASSENGER/FREIGHT PACKET

Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED

Length: 210.0; Beam: 42.0; Depth of Hold: 6.0

Gross Tonnage: 1000.0; Displacement: 500.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: TWIN HORIZONTAL COMPOUND; Horsepower: 1200.0

Propulsion: STERNWHEEL

Owner: FAIRBANKS NORTH STAR BOROUGH

Address: C/O FAIRBANKS HISTORICAL PRESERVATION FOUNDATION

755 8TH AVENUE

FAIRBANKS, AK 99701

Phone: 907-456-8848

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #72001581

Condition: FAIR; Original Fabric: 75%

Preservation Objective: DRY BERTH EXHIBIT

Accessible: TRUE; Afloat: FALSE; Operating: FALSE



NEW WAY

The only surviving cable laying vessel that operated under sail, Western Union was the primary cable repair ship in the Caribbean and the Gulf of Mexico. As New Way, she now provides a "wilderness" experience for troubled youth. (Photo courtesy National Register of Historic Places/1983)

Official #238443

INIT #161

Current Location: PHILADELPHIA, PENNSYLVANIA

Previous Name(s): WESTERN UNION (1939-1987)

Built in 1939 by HERBER ELROY AND LOXLEY
Built at KEY WEST, FLORIDA
Built for WESTERN UNION TELEGRAPH COMPANY

Vessel Type: SCHOONER
Original Use: CABLE TENDER
Present Use: YOUTH TRAINING

Masts: 2; Rigging: SCHOONER
Length: 86.8; Beam: 23.4; Depth of Hold: 6.7
Gross Tonnage: 91.0; Net: 80.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: 80.0
Propulsion: SAIL/SCREW

Owner: VISION QUEST
Address: P.O. BOX 447
EXTON, PA 19341

Phone: 215-524-0330

National Register Status: LISTED; Significance Level: LOCAL; Reference #84000930

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: TRUE

NEW YORK CENTRAL NO. 16



After serving the New York harbor area, the railroad steam tugboat New York Central No. 16 was rescued from a tugboat graveyard on Staten Island in 1982. Cut in half at the waterline, the tug's upper hull, superstructure, and engine are on exhibit along the Cape Cod Canal.

Official #224269

INIT #207

Current Location: BUZZARD'S BAY, MASSACHUSETTS

Previous Name(s): NONE

Built in 1924 by NEW JERSEY DRY DOCK COMPANY

Built at ELIZABETHPORT, NEW JERSEY

Built for NEW YORK CENTRAL RAILROAD

Vessel Type: TUG

Original Use: HARBOR TUGBOAT

Present Use: RESTAURANT/DISPLAY

Masts: 0; Rigging: UNRIGGED

Length: 84.4; Beam: 23.6; Depth of Hold: 12.2

Gross Tonnage: 169.0; Net: 115.0

Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL

Engines: REMOVED/ORIG. STEAM RECIPROCATING (AT SITE); Horsepower: 450.0

Propulsion: SINGLE SCREW

Owner: GRANDMA'S RESTAURANT

Address: NORTHBOURNE ROTARY

BUZZARD'S BAY, MA 02532

Phone: 508-759-2526

Condition: GOOD; Original Fabric: 60%

Preservation Objective: DRY BERTH EXHIBIT

Accessible: TRUE; Afloat: FALSE; Operating: FALSE



NIAGARA (1813)

One of six warships built to regain control of the upper Great Lakes from the British during the War of 1812, the hastily built brig Niagara was Commodore Oliver Hazard Perry's relief flagship during the bloody Battle of Lake Erie on September 10, 1813. She is shown here after her recent restoration. (Photo courtesy Pennsylvania Historical and Museum Commission/1990)

INIT #223

Current Location: ERIE, PENNSYLVANIA

Previous Name(s): USB NIAGARA (1813-1820)

Built in 1813 by ADAM AND NOAH BROWN

Built at ERIE, PENNSYLVANIA

Built for U.S. NAVY

Vessel Type: BRIG

Original Use: NAVAL

Present Use: MUSEUM

Military Vessel Class: N/A

Armament: ORIG. EIGHTEEN 32-POUNDER CARRONADES, TWO 12-POUNDER LONG GUNS

Masts: 2; Rigging: BRIG

Length: 110.8; Beam: 30.6; Draft: 9.0

Gross Tonnage: 492.0; Displacement: 277.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: N/A

Engines: N/A

Propulsion: SAIL

Owner: PENNSYLVANIA HISTORICAL & MUSEUM COMMISSION

Address: P.O. BOX 1026

HARRISBURG, PA 17108

Phone: 717-783-5406

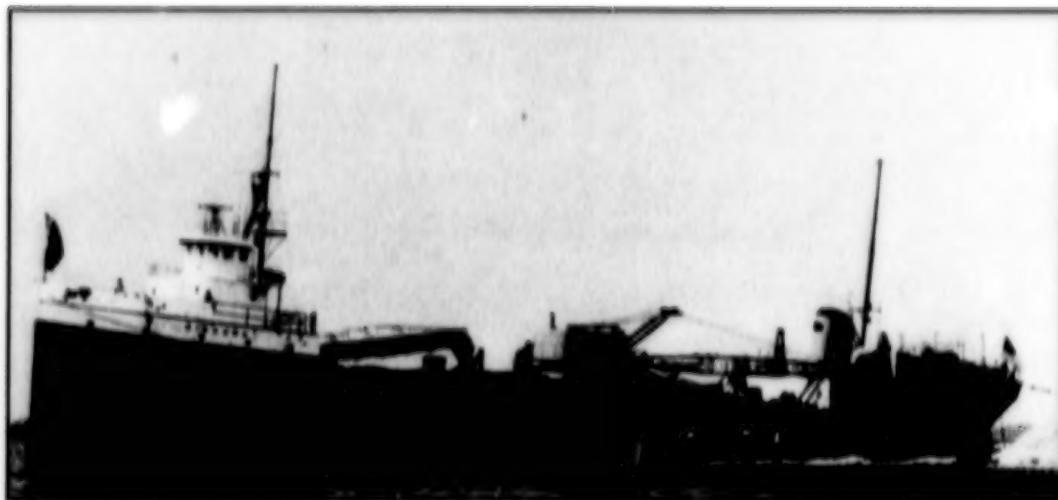
National Register Status: LISTED; Significance Level: NATIONAL; Reference #87001628

Condition: GOOD; Original Fabric: 5%

Preservation Objective: FLOATING EXHIBIT/OPERATION

Accessible: TRUE; Afloat: TRUE; Operating: TRUE

NIAGARA (1897)



Significant example of a typical late 19th-, early 20th-century Great Lakes bulk freighter, later converted in 1927 to a sand suction dredge, Niagara is one of only two remaining converted suction dredges on the Great Lakes. (Photo courtesy National Register of Historic Places/1986)

Official #130738

INIT #218

Current Location: ERIE, PENNSYLVANIA

Previous Name(s): NONE

Built in 1897 by F. W. WHEELER COMPANY
Built at WEST BAY CITY, MICHIGAN
Built for NIAGARA FALLS PAPER COMPANY

Vessel Type: PASSENGER VESSEL
Original Use: GREAT LAKES GENERAL CARRYING
Present Use: MUSEUM (PROPOSED)

Masts: 1; Rigging: UNRIGGED
Length: 249.5; Beam: 41.4; Depth of Hold: 16.8
Gross Tonnage: 1804.0; Net: 1672.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: RECIPROCATING DIESEL/ORIG. STEAM; Horsepower: 1230.0
Propulsion: SINGLE SCREW

Owner: STEAMSHIP NIAGARA MUSEUM
Address: BOX 38
FAIRVIEW, PA 16415

Phone: 814-474-3544

National Register Status: LISTED; Significance Level: STATE; Reference #87001255

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE



NOBSKA

The last large coastal steamer of classic design operating in the eastern United States, Nobska served the run between Woods Hole, Martha's Vineyard, and Nantucket from 1925 to 1973. Returned to Massachusetts in 1988 after an unsuccessful restaurant venture, she is currently under restoration. (Photo courtesy National Maritime Initiative/Candace Clifford, 1990)

Official #224501

INIT #175

Current Location: FALL RIVER, MASSACHUSETTS

Previous Name(s): NOBSKA (1925-1928)
NANTUCKET II (1928-1956)

Built in 1925 by BATH IRON WORKS, LTD.
Built at BATH, MAINE
Built for NEW ENGLAND STEAMSHIP COMPANY

Vessel Type: PASSENGER VESSEL
Original Use: PASSENGER/CAR VESSEL
Present Use: UNDER RESTORATION

Masts: 0; Rigging: UNRIGGED
Length: 202.4; Beam: 36.1; Depth of Hold: 13.1
Gross Tonnage: 1082.0; Net: 428.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL/WOOD
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 1200.0
Propulsion: SINGLE SCREW

Owner: FRIENDS OF THE NOBSKA
Address: P.O. BOX J-4097
NEW BEDFORD, MA 02741

Phone: 401-434-6274

National Register Status: LISTED; Significance Level: STATE; Reference #74002216

Condition: POOR; Original Fabric: 80%

Preservation Objective: OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: FALSE

NORTH CAROLINA



The first example and namesake of a modern class of American battleships built just prior to World War II, USS North Carolina set a standard for new shipbuilding technology that combined high speeds with powerful armament. Now moored on the Cape Fear River, the battleship is a floating museum and memorial. (Photo courtesy National Maritime Initiative/James P. Delgado, 1989)

Official #BB-55

INIT #114

Current Location: WILMINGTON, NORTH CAROLINA

Previous Name(s): USS NORTH CAROLINA (1941-1960)

Built in 1941 by BROOKLYN NAVY YARD
Built at BROOKLYN, NEW YORK
Built for U.S. NAVY

Vessel Type: BATTLESHIP

Original Use: NAVAL

Present Use: MUSEUM

Military Vessel Class: NORTH CAROLINA

Armament: NINE 16-INCH/45 CALIBER GUNS, TRIPLED IN THREE TURRETS, TWENTY
5-INCH/38 CALIBER GUNS, FIFTEEN QUAD 40MM GUNS, TWENTY SINGLE
AND EIGHT TWIN 20MM GUNS

Masts: 0; Rigging: UNRIGGED

Length: 728.9; Beam: 108.3; Draft: 35.0; Displacement: 36600.0

Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL

Engines: STEAM TURBINES; Horsepower: 121000.0; Propulsion: QUAD SCREW

Owner: U.S.S. NORTH CAROLINA BATTLESHIP COMMISSION

Address: P.O. BOX 417

WILMINGTON, NC 28402

Phone: 919-762-1829

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #81000424

Condition: GOOD; Original Fabric: 95%

Preservation Objective: FLOATING EXHIBIT

Accessible: TRUE; Afloat: TRUE; Operating: FALSE

OCEAN WAIF

A typical sailing yacht of the 1920s, Ocean Waif exemplifies the recreational craft that continue to ply Los Angeles Harbor and the Southern California Coast.

Official #CF1922AU

INIT # 327

Current Location: SAN PEDRO, CALIFORNIA

Previous Name(s): NONE

Built in 1927 by WILMINGTON BOAT WORKS

Built at WILMINGTON, CALIFORNIA

Built for HUGH M. ANGELMAN

Vessel Type: YACHT

Original Use: RACING/RECREATION

Present Use: MUSEUM

Masts: 2; Rigging: YAWL

Length: 42.2; Beam: 12.9; Draft: 5.0

Gross Tonnage: UNKNOWN

Hull Materials: WOOD/FIR; Decks: WOOD/TEAK; Superstructure: WOOD

Engines: GASOLINE AUXILIARY; Horsepower: 40.0

Propulsion: SAIL/SINGLE SCREW

Owner: LOS ANGELES MARITIME MUSEUM

Address: BERTH 84/FOOT OF 6TH STREET

SAN PEDRO, CA 90731

Phone: 213-548-7618

Condition: GOOD; Original Fabric: 95%

Preservation Objective: FLOATING EXHIBIT

Accessible: TRUE; Afloat: TRUE; Operating: TRUE



OLD POINT

Utilizing a five-log construction, Old Point's hull is an adaptive use of the round stern bug-eye construction. Old Point worked for the Old Dominion Crab Company from 1910 to 1968 when she was sold to private interests to carry light freight and passengers in the Provincial-Truk-Calcos Island area. Old Point was restored and donated to the Chesapeake Bay Maritime Museum in 1984. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #206439

INIT #293

Current Location: ST. MICHAELS, MARYLAND

Previous Name(s): OLD POINT (1909-1958)
MISS TERRY (1958-1985)

Built in 1909 by J. G. WORNOM
Built at POQUOSON, VIRGINIA
Built for J. G. WORNOM

Vessel Type: DREDGE
Original Use: CRAB DREDGING/FREIGHT/RECREATION
Present Use: MUSEUM

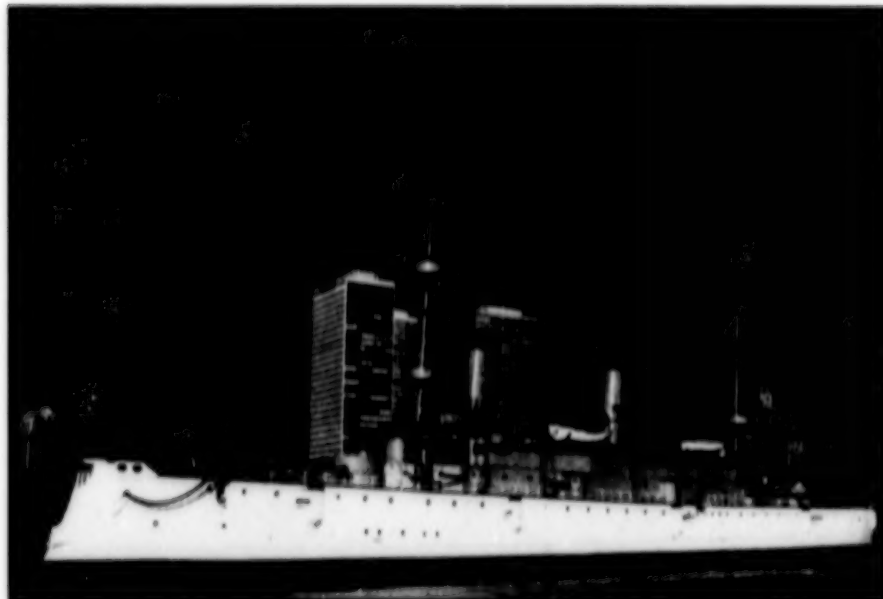
Masts: 1; Rigging: UNRIGGED
Length: 47.6; Beam: 12.8; Draft: 4.6
Gross Tonnage: 11.0; Net: 7.0; Displacement: 9.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: GM DIESEL/ORIG. OIL; Horsepower: UNKNOWN
Propulsion: SINGLE SCREW

Owner: CHESAPEAKE BAY MARITIME MUSEUM
Address: P.O. BOX 636
ST. MICHAELS, MD 21663 Phone: 301-745-2916

Condition: GOOD; Original Fabric: 80%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

OLYMPIA



The oldest steel-hulled American warship afloat, Olympia served as Commodore Dewey's flagship during the Battle of Manila Bay (1898), an engagement which secured the Philippines for the United States and embarked the nation on an expanded role as a major force in not only the Pacific, but also world affairs. She is shown here at Penn's Landing where the ship is now displayed along with the submarine Becuna. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #CA-15

INIT #116

Current Location: PHILADELPHIA, PENNSYLVANIA

Previous Name(s): USS OLYMPIA (1895-1957)

Built in 1895 by UNION IRON WORKS
Built at SAN FRANCISCO, CALIFORNIA
Built for U.S. NAVY

Vessel Type: CRUISER
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: OLYMPIA
Armament: ORIG. FOUR 8-INCH GUNS, 5-INCH CANNON AND 6-POUNDER RAPID FIRE GUNS

Masts: 2; Rigging: UNRIGGED
Length: 344.0; Beam: 53.0; Draft: 21.6
Gross Tonnage: 1886.0; Displacement: 5870.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 17313.0; Propulsion: TWIN SCREW

Owner: CRUISER OLYMPIA ASSOCIATION
Address: P.O. BOX 928
PHILADELPHIA, PA 19106 Phone: 215-922-1898

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #66000692
AMERICAN SOCIETY FOR MECHANICAL ENGINEERING LANDMARK

Condition: FAIR; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

P. A. DENNY

Built as Scott, P. A. Denny began her career as an U.S. Army Corps of Engineers workboat. Partially rebuilt as an excursion vessel in Charleston, West Virginia, the city where she was built, P. A. Denny offers passengers an opportunity to explore that city's river heritage.

Official #270212

INIT #295

Current Location: CHARLESTON, WEST VIRGINIA

Previous Name(s): SCOTT (1930-1954)
ROBIN D. (1954-1975)

Built in 1930 by WARD ENGINEERING WORKS
Built at CHARLESTON, WEST VIRGINIA
Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: TOWBOAT
Original Use: WORKBOAT
Present Use: CHARTER/TOURS

Masts: 0; Rigging: UNRIGGED
Length: 109.0; Beam: 23.0; Depth of Hold: 4.5
Gross Tonnage: 77.0; Net: 76.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL; Horsepower: 460.0
Propulsion: STERNWHEEL

Owner: CHARLESTOWN FESTIVAL COMMISSION
Address: P.O. BOX 2749
CHARLESTON, WV 25330

Phone: 304-348-0709

Condition: GOOD; Original Fabric: 40%

Preservation Objective: OPERATION/EXCURSION VESSEL
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

PAMPANITO



One of the best-restored World War II fleet boats, Pampanito earned six battle stars for her World War II service in the Pacific. Her biggest day came on September 12, 1944, when she and two other submarines surprised an 11-ship convoy and sank seven vessels. Pampanito is open to the public on San Francisco's Fisherman's Wharf. (Photo courtesy National Maritime Museum Association)

Official #SS-383

INIT #118

Current Location: SAN FRANCISCO, CALIFORNIA

Previous Name(s): USS PAMPANITO (1943-1971)

Built in 1943 by PORTSMOUTH NAVY YARD
Built at PORTSMOUTH, NEW HAMPSHIRE
Built for U.S. NAVY

Vessel Type: SUBMARINE

Original Use: NAVAL

Present Use: MUSEUM

Military Vessel Class: BALAO

Armament: ONE 5-INCH/25 CALIBER GUN, ONE 40MM AND ONE 20MM GUN, TEN
21-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED

Length: 311.8; Beam: 27.4; Draft: 17.0; Displacement: 1525.0

Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL

Engines: DIESEL/ELECTRIC; Horsepower: 1540.0

Propulsion: TWIN SCREW

Owner: NATIONAL MARITIME MUSEUM ASSOCIATION

Address: BUILDING 275, CRISSY FIELD

SAN FRANCISCO, CA 94129

Phone: 415-441-5819

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #86000089

Condition: GOOD; Original Fabric: 80%

Preservation Objective: FLOATING EXHIBIT

Accessible: TRUE; Afloat: TRUE; Operating: FALSE

PAUL BUNYAN

Built for the logging and timber industry of western Montana, Paul Bunyan is the last remaining representative of the era of large-scale commercial boating on Flathead Lake.

INIT #226

Current Location: POLSON, MONTANA

Previous Name(s): NONE

Built in 1926 by SOMERS LUMBER CO.

Built at SOMERS, MONTANA

Built for SOMERS LUMBER CO.

Vessel Type: TOWBOAT

Original Use: LOGGING

Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED

Length: 64.9; Beam: 17.7; Depth of Hold: 11.0

Gross Tonnage: 85.0;

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: REMOVED/ORIG. DIESEL; Horsepower: 180.0

Propulsion: SINGLE SCREW

Owner: MIRACLE OF AMERICA STORY MUSEUM

Address: C/O GIL MANGELS, 58176 HIGHWAY 93

POLSON, MT 59860

Phone: 406-883-6804

Condition: GOOD; Original Fabric: 90%

Preservation Objective: DRY BERTH EXHIBIT

Accessible: TRUE; Afloat: FALSE; Operating: FALSE



PEKING

One of the last surviving four-masted barks, Peking was immortalized by Capt. Irving Johnson in his book, The Peking Battles Cape Horn. (Photo courtesy South Street Seaport Museum)

Current Location: NEW YORK, NEW YORK

INIT #119

Previous Name(s): PEKING (1911-1933)
ARETHUSA (1933-1940, 1941-1974)
HMS PEKIN (1940)

Built in 1911 by BLOHM AND VOSS
Built at HAMBURG, GERMANY
Built for F. LAEISZ

Vessel Type: BARK
Original Use: GENERAL CARRYING TRADE
Present Use: MUSEUM

Masts: 4; Rigging: BARK
Length: 321.0; Beam: 47.0; Depth of Hold: 26.2
Gross Tonnage: 3080.0; Net: 2850.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: N/A
Propulsion: SAIL

Owner: SOUTH STREET SEAPORT MUSEUM
Address: 207 FRONT STREET
NEW YORK, NY 10038

Phone: 212-669-9400

Condition: FAIR; Original Fabric: 95%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

PENGUIN

Penguin, a deadrise workboat locally referred to as a "Hooper Island Draketail," is a dry berth exhibit at the Calvert Marine Museum.

Official #262696

INIT #328

Current Location: SOLOMONS, MARYLAND

Previous Name(s): NONE

Built in 1935 by HARVEY HURLEY

Built at WINGATE, MARYLAND

Built for UNKNOWN

Vessel Type: DEADRISE WORKBOAT

Original Use: FISHING/CHESAPEAKE BAY

Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED

Length: 45.0; Beam: 9.8; Depth of Hold: 4.2

Gross Tonnage: 10.7; Net: 9.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: GAS; Horsepower: UNKNOWN

Propulsion: SINGLE SCREW

Owner: CALVERT MARINE MUSEUM

Address: P.O. BOX 97

SOLOMONS, MD 20688

Phone: 301-326-2042

Condition: GOOD; Original Fabric: NONE

Preservation Objective: DRY BERTH EXHIBIT

Accessible: TRUE; Afloat: FALSE; Operating: FALSE

PHILADELPHIA



The only extant gunboat built and manned by Americans during the Revolutionary War, Philadelphia was built in 1776, and sunk in the Battle of Lake Champlain that same year. Salvaged in 1935, Philadelphia was remarkably well-preserved by the cold water of Valcour Bay. Bequeathed to the Smithsonian in 1961, she is currently exhibited along with the artifacts recovered with the vessel at the Smithsonian's National Museum of American History. (Photo courtesy National Museum of American History)

INIT #120

Current Location: WASHINGTON, D.C.

Previous Name(s): NONE

Built in 1776 by UNKNOWN

Built at SKENESBOROUGH, VERMONT

Built for CONTINENTAL NAVY

Vessel Type: GONDOLA

Original Use: NAVAL

Present Use: MUSEUM

Military Vessel Class: N/A

Armament: ONE 12-POUNDER, TWO 9-POUNDERS, EIGHT 3/4-POUNDER SWIVEL GUNS

Masts: 1; Rigging: SLOOP

Length: 53.2; Beam: 15.2; Depth of Hold: 4.0

Displacement: 29.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: N/A

Engines: N/A

Propulsion: SAIL

Owner: NATIONAL MUSEUM OF AMERICAN HISTORY

Address: SMITHSONIAN INSTITUTION

WASHINGTON, DC 20560

Phone: 202-357-2249

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #66000852

Condition: FAIR; Original Fabric: 90%

Preservation Objective: STABILIZATION

Accessible: TRUE; Afloat: FALSE; Operating: FALSE



PILOT

Pilot is one of two surviving historic pilot boats associated with the nationally significant Port of Boston, the other boat being *Roseway*. *Pilot* has not undergone serious alteration and retains an excellent level of integrity, including original fittings and the ornate quarters for the pilots in her main cabin. (Photo courtesy National Maritime Initiative/Candace Clifford)

Official #224289

INIT #208

Current Location: BOSTON, MASSACHUSETTS

Previous Name(s): NONE

Built in 1924 by JOHN F. JAMES & SON YARD

Built at ESSEX, MASSACHUSETTS

Built for BOSTON PILOTS

Vessel Type: PILOT SCHOONER

Original Use: PILOT SCHOONER

Present Use: PASSENGER CRUISES

Masts: 2; Rigging: SCHOONER

Length: 116.2; Beam: 25.2; Depth of Hold: 12.6

Gross Tonnage: 140.0; Net: 65.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: TWIN DETROIT 610 DIESEL; Horsepower: 500.0

Propulsion: TWIN SCREW

Owner: NORMAN PAULSEN

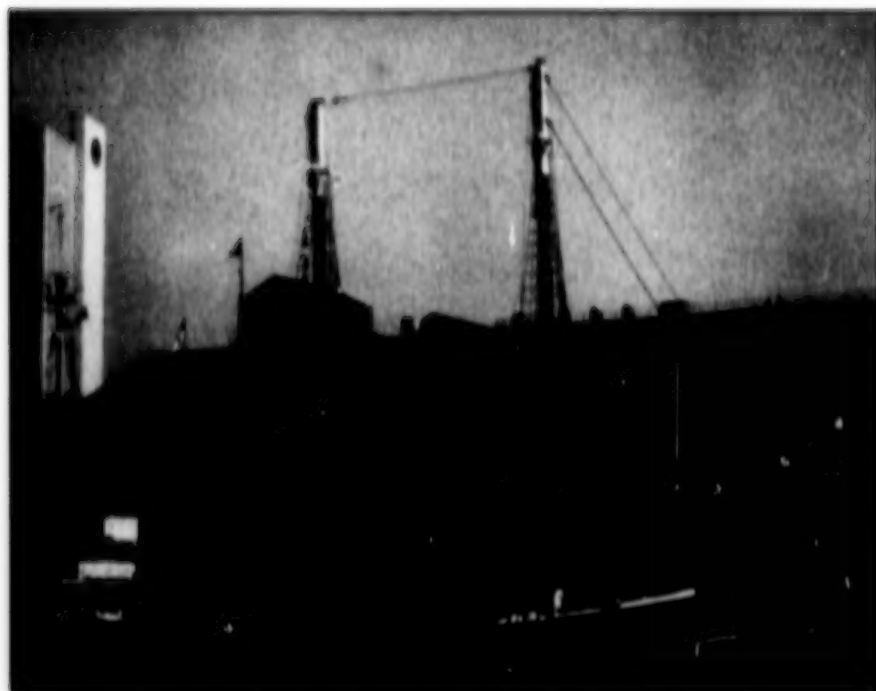
Address: C/O GEN. MARINE SERVICES/2562 YARDARM

PORT HUENEME, CA 93035 Phone: 805-984-6179

Condition: FAIR; Original Fabric: 100%

Preservation Objective: PASSENGER/TRAINING

Accessible: FALSE; Afloat: TRUE; Operating: TRUE



PIONEER

An iron sloop built for freighting sand, Pioneer has served 16 different owners, undergone four major changes of rig, worn out five engines, and has been rebuilt as least twice. Currently Pioneer is operational, carrying passengers for two- and three-hour sails in the New York harbor. (Photo courtesy National Maritime Initiative/James P. Delgado, 1988)

Official #150352

INIT #121

Current Location: NEW YORK, NEW YORK

Previous Name(s): NONE

Built in 1885 by PIONEER IRON WORKS
Built at MARCUS HOOK, PENNSYLVANIA
Built for CHESTER ROLLING MILLS

Vessel Type: SCHOONER
Original Use: CARGO
Present Use: PASSENGER CRUISES

Masts: 2; Rigging: SCHOONER
Length: 57.0; Beam: 21.0; Depth of Hold: 4.6; Draft: 9.0
Gross Tonnage: 43.0; Net: 37.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL AUXILIARY; Horsepower: 85.0
Propulsion: SAIL/SCREW

Owner: SOUTH STREET SEAPORT MUSEUM
Address: 207 FRONT STREET
NEW YORK, NY 10038

Phone: 212-669-9400

Condition: GOOD; Original Fabric: 20%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

6

PORTLAND



Portland was retired in 1981 as the last working steam-powered ship assist vessel in the country. She spent most of her career maneuvering deep water ships into and out of their berths for the Port of Portland, Oregon. Oregon Maritime Center and Museum is leading an effort to restore Portland as an operating steam yacht. (Photo courtesy Port of Portland/Jim Douglas)

Official #253590

INIT #122

Current Location: PORTLAND, OREGON

Previous Name(s): NONE

Built in 1947 by NORTHWEST MARINE IRON WORKS

Built at PORTLAND, OREGON

Built for PORT OF PORTLAND

Vessel Type: TOWBOAT

Original Use: TOWBOAT

Present Use: LAID UP AWAITING RESTORATION

Masts: 0; Rigging: UNRIGGED

Length: 219.0; Beam: 42.1; Depth of Hold: 9.0; Draft: 7.0

Gross Tonnage: 928.0; Net: 733.0

Hull Materials: STEEL; Decks: STEEL; Superstructure: REMOVED/ORIG. WOOD

Engines: TWIN HORIZONTAL STEAM RECIPROCATING; Horsepower: 1500.0

Propulsion: STERNWHEEL

Owner: PORT OF PORTLAND

Address: P.O. BOX 3529

PORTLAND, OR 97208

Phone: 503-231-5000

Condition: FAIR; Original Fabric: 75%

Preservation Objective: FLOATING EXHIBIT/OPERATION

Accessible: FALSE; Afloat: TRUE; Operating: FALSE

POTOMAC



One of three surviving major vessels used as presidential yachts, Potomac served only one President. She was used by President Franklin Delano Roosevelt between 1936-1945 and was a major symbol of his presidency. Shown here after restoration to her 1939 appearance, Potomac will soon commence operation as a working museum vessel. (Photo courtesy Association for the Preservation of the Presidential Yacht Potomac/Russell Booth, 1990)

Official #AG-25

INIT #124

Current Location: STOCKTON, CALIFORNIA

Previous Name(s): USCGC ELECTRA (1934-1936)
USS POTOMAC (1936-1945)

Built in 1934 by MANITOWOCK SHIP BUILDING COMPANY
Built at MANITOWOCK, WISCONSIN
Built for U.S. COAST GUARD

Vessel Type: COAST GUARD CUTTER, LATER YACHT
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: N/A
Armament: REMOVED/ORIG. 50MM

Masts: 2; Rigging: UNRIGGED
Length: 165.0; Beam: 25.4; Depth of Hold: 13.3
Gross Tonnage: 376.0; Displacement: 416.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL; Horsepower: 440.0; Propulsion: TWIN SCREW

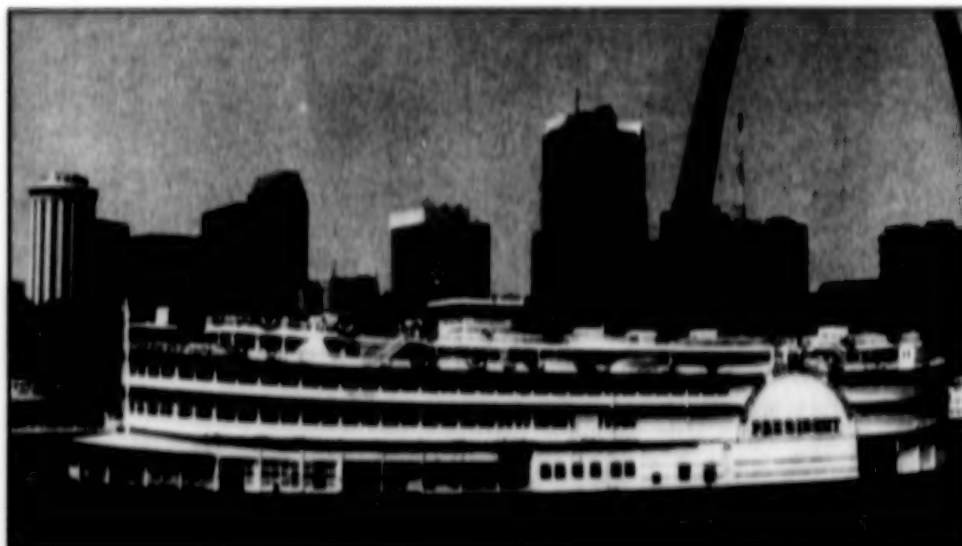
Owner: PORT OF OAKLAND
Address: P.O. BOX 2064
OAKLAND, CA 94604 Phone: 415-444-3188

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #87000068

Condition: FAIR; Original Fabric: 65%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

PRESIDENT



The sidewheel river excursion steamboat President is the only remaining large Western Rivers sidewheel excursion boat. She is a popular attraction on the St. Louis waterfront, carrying excursion charters, educational tours, and promotional tour groups on day and night trips down the Mississippi River. (Photo courtesy Gateway Riverboat Cruises/J. Thomas Dunn, 1988)

Official #225580

INIT #204

Current Location: ST. LOUIS, MISSOURI

Previous Name(s): CINCINNATI (1924-1933)

Built in 1924 by MIDLAND BARGE COMPANY
Built at MIDLAND, PENNSYLVANIA
Built for LOUISVILLE & CINCINNATI PACKET CO.

Vessel Type: RIVER STEAMBOAT
Original Use: PASSENGER AND CARGO
Present Use: EXCURSIONS

Masts: 0; Rigging: UNRIGGED
Length: 291.5; Beam: 45.6; Depth of Hold: 7.3; Gross Tonnage: 1056.0; Net: 866.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: HORIZONTAL/DIESEL IN STEEL BOXES; Horsepower: 1800.0
Propulsion: SIDEWHEEL-PROPELLER

Owner: GATEWAY RIVERBOAT CRUISES
Address: 500 NORTH LEONOR K. SULLIVAN BOULEVARD
ST. LOUIS, MO 63102 Phone: 314-621-4040

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89002460

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

PRISCILLA

One of the last surviving Long Island oyster sloops that were prevalent in the late 19th century, Priscilla is an operational museum vessel at the Suffolk Marine Museum.

Official #150426

INIT #125

Current Location: WEST SAYVILLE, NEW YORK

Previous Name(s): NONE

Built in 1888 by ELISHA SAXON
Built at PATCHOGUE, NEW YORK
Built for UNKNOWN

Vessel Type: SCHOONER
Original Use: OYSTERING
Present Use: MUSEUM

Masts: 2; Rigging: SCHOONER
Length: 34.2; Beam: 14.0; Depth of Hold: 4.2; Draft: 3.5
Gross Tonnage: 10.9; Net: 10.4
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: 45.0
Propulsion: SAIL

Owner: SUFFOLK MARINE MUSEUM
Address: P.O. BOX 144
WEST SAYVILLE, NY 11796

Phone: 516-567-1733

Condition: GOOD; Original Fabric: 60%

Preservation Objective: OPERATION/FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

PT 617



PT 617 is the sole surviving 80-foot "Elco" type of PT Boat. Fully restored and with original wartime issue equipment and armament, PT 617 represents the nation's most heavily used, highly favored, and combat-tested PT boat type in World War II. Shown here in her current display at Battleship Cove. (Photo courtesy National Maritime Initiative/Candace Clifford, 1990)

Official #PT-617

INIT #191

Current Location: FALL RIVER, MASSACHUSETTS

Previous Name(s): NONE

Built in 1945 by ELECTRIC BOAT COMPANY (ELCO) INDUSTRIES

Built at BAYONNE, NEW JERSEY

Built for U.S. NAVY

Vessel Type: MOTOR TORPEDO BOAT

Original Use: NAVAL

Present Use: MUSEUM

Military Vessel Class: ELCO

Armament: FOUR 21-INCH TORPEDO TUBES, ONE 37MM AND ONE 40MM GUN, TWO .50 CALIBER MACHINE GUNS

Masts: 0; Rigging: UNRIGGED

Length: 80.0; Beam: 20.0; Draft: 5.3

Displacement: 55.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: TRIPLE PACKARD; Horsepower: 4050.0

Propulsion: TRIPLE SCREW

Owner: U.S.S. MASSACHUSETTS MEMORIAL COMMITTEE

Address: BATTLESHIP COVE

FALL RIVER, MA 02721

Phone: 508-678-1100

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #89002465

Condition: GOOD; Original Fabric: 40%

Preservation Objective: DRY BERTH EXHIBIT

Accessible: TRUE; Afloat: FALSE; Operating: FALSE



PT 796

PT 796 is the best preserved of the three surviving "Higgins" type PT boats. Restored with original World War II equipment and armament, PT 796 represents one of the two major types of PT boats used in combat during the war.

Official #PT-796

INIT #126

Current Location: FALL RIVER, MASSACHUSETTS

Previous Name(s): NONE

Built in 1945 by HIGGINS INDUSTRIES

Built at NEW ORLEANS, LOUISIANA

Built for U.S. NAVY

Vessel Type: PATROL TORPEDO BOAT

Original Use: NAVAL

Present Use: MUSEUM

Military Vessel Class: HIGGINS

Armament: FOUR 21-INCH TORPEDO TUBES, ONE .50 CALIBER MACHINE GUN

Masts: 0; Rigging: UNRIGGED

Length: 78.0; Beam: 20.0; Draft: 5.6

Displacement: 56.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: TRIPLE PACKARD; Horsepower: 4500.0

Propulsion: TRIPLE SCREW

Owner: U.S.S. MASSACHUSETTS MEMORIAL COMMITTEE

Address: BATTLESHIP COVE

FALL RIVER, MA 02721

Phone: 508-678-1100

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #86000092

Condition: GOOD; Original Fabric: 60%

Preservation Objective: DRY BERTH EXHIBIT

Accessible: TRUE; Afloat: FALSE; Operating: FALSE

QUEEN

Retired as an excursion vessel in 1988, Queen awaits restoration as a dry berth exhibit.

INIT #277

Current Location: DES MOINES, IOWA

Previous Name(s): NONE

Built in 1884 by DUBUQUE BOILER WORKS

Built at DUBUQUE, IOWA

Built for UNKNOWN

Vessel Type: PASSENGER VESSEL

Original Use: EXCURSION STEAMER

Present Use: LAID UP AWAITING RESTORATION

Masts: 0; Rigging: UNRIGGED

Length: 75.0

Gross Tonnage: UNKNOWN

Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD

Engines: STEAM RECIPROCATING; Horsepower: UNKNOWN

Propulsion: SCREW

Owner: ADVENTURELAND AMUSEMENT PARK

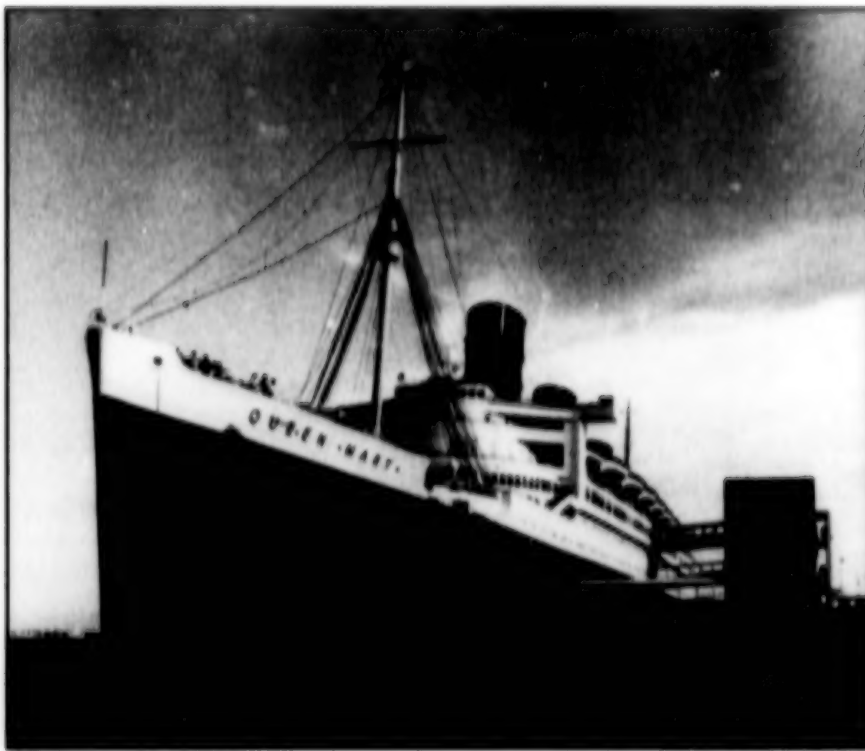
Address: P.O. BOX 3355
DES MOINES, IA 50316

Phone: 515-266-2121

Condition: GOOD; Original Fabric: 100%

Preservation Objective: DRY BERTH EXHIBIT

Accessible: FALSE; Afloat: FALSE; Operating: FALSE



QUEEN MARY

The "superliner" Queen Mary served both as a luxurious peacetime ship travelling between America and Great Britain and as a troop transport for those nations during World War II. Currently she serves as a floating exhibit and hotel along the Long Beach waterfront. (Photo courtesy National Maritime Initiative/James P. Delgado, 1990)

Official #164282

INIT #127

Current Location: LONG BEACH, CALIFORNIA

Previous Name(s): RMS QUEEN MARY (1936-1939, 1947-1967)
HMT QUEEN MARY (1939-1945)

Built in 1936 by JOHN BROWN AND COMPANY
Built at CLYDEBANK, SCOTLAND
Built for CUNARD WHITE STAR, LTD.

Vessel Type: LINER
Original Use: PASSENGER
Present Use: MUSEUM/HOTEL/RESTAURANT

Masts: 2; Rigging: UNRIGGED
Length: 1019.5; Beam: 118.6; Depth of Hold: 68.5
Gross Tonnage: 81237.1; Net: 33128.9; Displacement: 62160.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: 16 STEAM TURBINES; Horsepower: 160000.0
Propulsion: QUAD SCREW

Owner: WCO PORT PROPERTIES, LTD.
Address: P.O. BOX 8
LONG BEACH, CA 90801

Phone: 213-435-3511

Condition: FAIR; Original Fabric: 75%

Preservation Objective: FLOATING EXHIBIT/ADAPTIVE USE/HOTEL
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



RALPH J. SCOTT

Associated with the nationally important petroleum trade harbor of San Pedro in the Port of Los Angeles, the nation's second largest port, the fireboat Ralph J. Scott has fought numerous waterfront fires. (Photo courtesy National Maritime Initiative/James P. Delgado, 1990)

Official #225138

INIT #227

Current Location: SAN PEDRO, CALIFORNIA

Previous Name(s): CITY OF LOS ANGELES NO. 2 (1925-1965)

Built in 1925 by LOS ANGELES SHIPBUILDING & DRYDOCK CORPORATION

Built at SAN PEDRO, CALIFORNIA

Built for CITY OF LOS ANGELES FIRE DEPARTMENT

Vessel Type: FIREBOAT

Original Use: FIREBOAT

Present Use: FIREBOAT

Masts: 0; Rigging: UNRIGGED

Length: 99.0; Beam: 19.0

Gross Tonnage: 106.0; Net: 74.0; Displacement: 152.0

Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL

Engines: DIESEL; Horsepower: 1780.0

Propulsion: TRIPLE SCREW

Owner: CITY OF LOS ANGELES FIRE DEPARTMENT

Address: 200 NORTH MAIN STREET

LOS ANGELES, CA 90012

Phone: 213-485-5971

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001430

Condition: GOOD; Original Fabric: 85%

Preservation Objective: OPERATION

Accessible: FALSE; Afloat: TRUE; Operating: TRUE

REISS

Reiss is an excellent example of a typical early 20th-century Great Lakes steam tug. She is moored next to SS Keewatin.

Official #211152

INIT #128

Current Location: DOUGLAS, MICHIGAN

Previous Name(s): Q. A. GILLMORE (1913-1932)

Built in 1913 by GREAT LAKES TOWING COMPANY

Built at CLEVELAND, OHIO

Built for UNKNOWN

Vessel Type: TUG

Original Use: HARBOR TUG

Present Use: MUSEUM

Masts: 1; Rigging: UNRIGGED

Length: 71.0; Beam: 20.0; Depth of Hold: 12.5

Gross Tonnage: 99.0; Net: 51.0

Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL

Engines: STEAM; Horsepower: 400.0

Propulsion: SINGLE SCREW

Owner: R. J. AND DIANE PETERSON

Address: P.O. BOX 511

DOUGLAS, MI 49406

Phone: 616-857-2107

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT/OPERATION

Accessible: TRUE; Afloat: TRUE; Operating: FALSE



REQUIN

One of two surviving Tench class submarines, the other being USS Torsk, Requin was later modified to serve as a radar picket. After many years of being displayed in Tampa, Florida, the vessel was relocated to Pittsburgh in 1990.

Official #SS-481

INIT #130

Current Location: PITTSBURGH, PENNSYLVANIA

Previous Name(s): USS REQUIN (1945-1971)

Built in 1945 by PORTSMOUTH NAVY YARD
Built at PORTSMOUTH, NEW HAMPSHIRE
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: TENCH
Armament: TEN 21-INCH TORPEDO TUBES, ONE 5-INCH/25 CALIBER DECK GUN

Masts: 0; Rigging: UNRIGGED
Length: 312.0; Beam: 27.0; Draft: 17.0
Displacement: 1854.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 5400.0
Propulsion: TWIN SCREW

Owner: U.S. NAVY/THE CARNEGIE
Address: 4400 FORBES AVENUE
PITTSBURGH, PA 15213 Phone: 412-622-3366

Condition: FAIR; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

RIVER QUEEN

Built for the Southern Pacific Co., the automobile ferry Shasta crossed San Francisco Bay between Oakland and San Francisco. Capable of carrying 62 automobiles and 2,200 passengers, Shasta and her sister ships Yosemite and San Mateo ran until 1939, when the completion of the Bay and Golden Gate Bridges ended their careers. Sold to the Black Ball Line for Puget Sound service, the ferry was sold with the rest of the Black Ball fleet to the State of Washington in 1951. Sold again in 1959, the ferry was towed to Portland, and remodeled into a floating restaurant on the Columbia River.

Official #222598

INIT #217

Current Location: PORTLAND, OREGON

Previous Name(s): SHASTA (1922-1959)
CENTENNIAL QUEEN (1959)

Built in 1922 by BETHLEHEM STEEL CO
Built at SAN FRANCISCO, CALIFORNIA
Built for SOUTHERN PACIFIC RAILROAD

Vessel Type: FERRY
Original Use: PASSENGER/VEHICLE
Present Use: RESTAURANT

Masts: 0; Rigging: UNRIGGED
Length: 216.7; Beam: 42.1; Depth of Hold: 17.3
Gross Tonnage: 1782.0; Net: 1120.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: WOOD
Engines: RECIPROCATING; Horsepower: 1400.0
Propulsion: TWIN SCREW (DOUBLE ENDER)

Owner: RIVER QUEEN RESTAURANT
Address: 1300 NORTHWEST FRONT
PORTLAND, OR 97209

Phone: 503-228-8633

Condition: GOOD; Original Fabric: 100%

Preservation Objective: ADAPTIVE USE/RESTAURANT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



ROSEWAY

Built as a fishing yacht, Roseway was owned and operated as a pilot schooner from 1939 until she was retired as the last active pilot boat in the United States in 1972. Today, Roseway operates as a passenger cruise vessel. (Photo courtesy National Maritime Initiative/James P. Delgado, 1989)

Official #225746

INIT #133

Current Location: CAMDEN, MAINE

Previous Name(s): NONE

Built in 1926 by J. F. JAMES SHIPYARD

Built at ESSEX, MASSACHUSETTS

Built for HAROLD HATHAWAY OF TAUNTON, MASSACHUSETTS

Vessel Type: SCHOONER

Original Use: FISHING/PILOT SCHOONER

Present Use: PASSENGER CRUISES

Masts: 2; Rigging: SCHOONER

Length: 94.5; Beam: 24.6; Depth of Hold: 10.2

Gross Tonnage: 112.0; Net: 63.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: DIESEL AUXILIARY; Horsepower: 110.0

Propulsion: SAIL/SINGLE SCREW

Owner: YANKEE SCHOONER CRUISES

Address: BOX 696

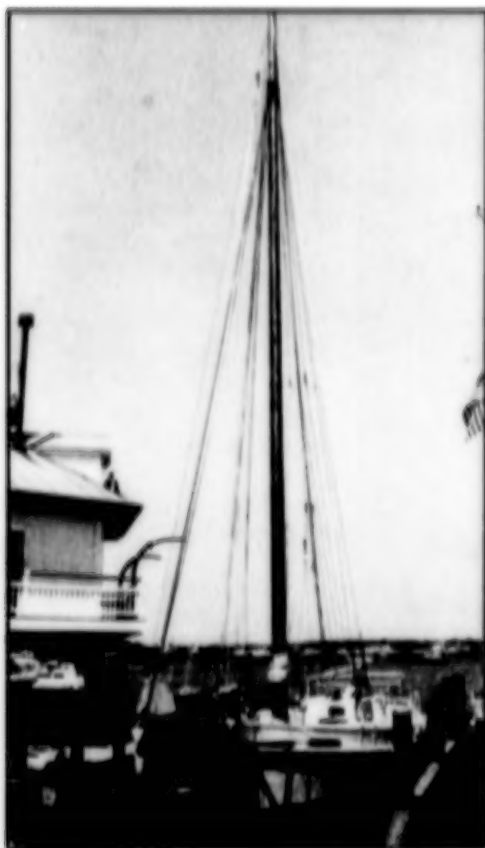
CAMDEN, ME 04843

Phone: 207-236-4449

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION

Accessible: TRUE; Afloat: TRUE; Operating: TRUE



ROSIE PARKS

Rosie Parks won nine out of ten skipjack races between 1965 and the retirement of her captain in 1975. These races were revived during the 1960s as the centerpiece of the annual Chesapeake Bay Appreciation Days observance. She is shown here at her berth at the Chesapeake Bay Maritime Museum. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #270542

INIT #134

Current Location: ST. MICHAELS, MARYLAND

Previous Name(s): NONE

Built in 1955 by BRONZA M. PARKS

Built at WINGATE, MARYLAND

Built for CAPTAIN ORVILLE PARKS

Vessel Type: SKIPJACK

Original Use: OYSTER DREDGING

Present Use: MUSEUM

Masts: 1; Rigging: SKIPJACK

Length: 46.2; Beam: 16.7; Depth of Hold: 1.3

Gross Tonnage: 8.0; Net: 8.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: N/A; Propulsion: SAIL

Owner: CHESAPEAKE BAY MARITIME MUSEUM

Address: P.O. BOX 636

ST. MICHAELS, MD 21663

Phone: 301-745-2916

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT/OPERATION

Accessible: TRUE; Afloat: TRUE; Operating: TRUE

SABINO



The wooden-hulled Sabino is the last coal-fired steamboat in the United States. Originally named Tourist, she ran a regular service on the Damariscotta River and Linekin Bay in Maine. After several different owners and various modifications, Sabino was acquired by Mystic Seaport Museum for daily excursion service operating from their grounds. (Photo courtesy Mystic Seaport/Claire White-Peterson Photo)

Official #205213

INIT #135

Current Location: MYSTIC, CONNECTICUT

Previous Name(s): TOURIST (1908-1922)

Built in 1908 by H. IRVING ADAMS

Built at EAST BOOTHBAY, MAINE

Built for DAMARISCOTTA STEAMBOAT COMPANY

Vessel Type: PASSENGER VESSEL

Original Use: PASSENGER VESSEL

Present Use: MUSEUM/PASSENGER CRUISES

Masts: 0; Rigging: UNRIGGED

Length: 53.0; Beam: 23.0; Depth of Hold: 5.4

Gross Tonnage: 24.0; Net: 9.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: STEAM, 2-CYLINDER COMPOUND; Horsepower: 75.0

Propulsion: SINGLE SCREW

Owner: MYSTIC SEAPORT MUSEUM

Address: MYSTIC, CT 06355

Phone: 203-572-0711

Condition: GOOD; Original Fabric: 30%

Preservation Objective: OPERATION

Accessible: TRUE; Afloat: TRUE; Operating: TRUE

SAN MATEO

The steam-powered auto ferry San Mateo operated on San Francisco Bay from 1922 to 1940, and on Puget Sound until 1969. She is currently a floating exhibit at Northwest Seaport.

Official #222386

INIT #136

Current Location: SEATTLE, WASHINGTON

Previous Name(s): NONE

Built in 1922 by BETHLEHEM SHIPBUILDING CORPORATION

Built at SAN FRANCISCO, CALIFORNIA

Built for SOUTHERN PACIFIC GOLDEN GATE FERRIES

Vessel Type: FERRY

Original Use: FERRY

Present Use: MUSEUM (PROPOSED)

Masts: 0; Rigging: UNRIGGED

Length: 216.7; Beam: 42.1; Depth of Hold: 17.3

Gross Tonnage: 1782.0; Net: 1120.0

Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD

Engines: STEAM, TRIPLE EXPANSION; Horsepower: 1400.0

Propulsion: SINGLE SCREW (DOUBLE-ENDER)

Owner: NORTHWEST SEAPORT, INC.

Address: 1002 VALLEY STREET

SEATTLE, WA 98109

Phone: 206-447-9800

National Register Status: LISTED; Significance Level: STATE; Reference #71000876

Condition: POOR; Original Fabric: 80%

Preservation Objective: FLOATING EXHIBIT

Accessible: FALSE; Afloat: TRUE; Operating: FALSE



SAVANNAH

The first commercial ship powered by a nuclear reactor, Savannah played an important role in President Eisenhower's "Atoms for Peace" initiative by demonstrating the potential for a peaceful use of nuclear energy. She is shown here at her launching in 1959. (Photo courtesy Philadelphia Maritime Museum/New York Shipbuilding Co.)

Official #287392

INIT #137

Current Location: MOUNT PLEASANT, SOUTH CAROLINA

Previous Name(s): NONE

Built in 1959 by NEW YORK SHIPBUILDING CORPORATION

Built at CAMDEN, NEW JERSEY

Built for U.S. DEPARTMENT OF COMMERCE

Vessel Type: NUCLEAR SHIP

Original Use: PASSENGER/CARGO

Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED

Length: 595.6; Beam: 78.0; Depth of Hold: 41.0; Draft: 29.5

Gross Tonnage: 15585.0; Net: 8498.0; Displacement: 21800.0

Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL

Engines: STEAM TURBINE; Horsepower: 22000.0

Propulsion: SINGLE SCREW

Owner: PATRIOT'S POINT DEVELOPMENT AUTHORITY

Address: 40 PATRIOT'S POINT ROAD

MT. PLEASANT, SC 29464

Phone: 803-884-2727

National Register Status: LISTED; Significance Level: NATIONAL; Reference #82001518

AMERICAN SOCIETY FOR MECHANICAL ENGINEERING LANDMARK

Condition: FAIR; Original Fabric: 98%

Preservation Objective: FLOATING EXHIBIT

Accessible: TRUE; Afloat: TRUE; Operating: FALSE

SECOND SUN



Built as Lakewood, this ferry carried hundreds of thousands of commuters across the Hudson River. During World War II, she ferried soldiers to troop ships docked off Staten Island. Burned to the waterline in 1949, she was rebuilt and rechristened Elizabeth to again carry passengers and cars across the Hudson River until retired in 1967. Second Sun currently provides energy education programs to school groups. (Photo courtesy Public Service Electric Gas Company)

Official #141723

INIT #212

Current Location: LOWER ALLOWAY CREEK, NEW JERSEY

Previous Name(s): LAKEWOOD (1901-1951)
ELIZABETH (1951-1969)

Built in 1901 by HARLAN & HOLLINGSWORTH
Built at WILMINGTON, DELAWARE
Built for CENTRAL RAILROAD OF NEW JERSEY

Vessel Type: FERRY
Original Use: PASSENGER/VEHICLE
Present Use: VISITOR CENTER

Masts: 0; Rigging: UNRIGGED
Length: 200.0; Beam: 44.0; Depth of Hold: 17.3
Gross Tonnage: 1016.0; Net: 501.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: RECIPROCATING; Horsepower: 1400.0
Propulsion: TWIN SCREW

Owner: PUBLIC SERVICE ELECTRIC & GAS COMPANY
Address: P.O. BOX 195
HANCOCK'S BRIDGE, NJ 08038 Phone: 609-935-2660

Condition: GOOD; Original Fabric: 100%

Preservation Objective: ADAPTIVE USE/VISITOR CENTER
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



SEQUOIA

The former presidential yacht Sequoia was used by nine presidents between 1931 and 1977 as the setting not only for social and recreational activity, but also for crucial domestic and foreign policy meetings and decisions. Plans call for returning Sequoia to presidential service. (Photo courtesy Presidential Yacht Trust/Ann Stevens)

Official #AG-23

INIT #225

Current Location: NORFOLK, VIRGINIA

Previous Name(s): USS SEQUOIA (1931-1977)

Built in 1925 by MATHIS YACHT BUILDING COMPANY

Built at CAMDEN, NEW JERSEY

Built for RICHARD M. CADWALLADER

Vessel Type: YACHT

Original Use: YACHT

Present Use: IN STORAGE

Masts: 1; Rigging: UNRIGGED

Length: 104.0; Beam: 19.0; Depth of Hold: 6.5; Draft: 4.5

Gross Tonnage: 147.0; Net: 133.0; Displacement: 90.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: DIESEL; Horsepower: 450.0

Propulsion: TWIN SCREW

Owner: PRESIDENTIAL YACHT TRUST

Address: 1899 L STREET, NW #1200

WASHINGTON, DC 20036-3804 Phone: 703-838-9270

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #87002594

Condition: GOOD; Original Fabric: 75%

Preservation Objective: OPERATION/PRESIDENTIAL YACHT

Accessible: FALSE; Afloat: TRUE; Operating: TRUE

SERGEANT FLOYD



Part of a comprehensive plan by the Federal government for flood control and improved navigation on the Mississippi and Missouri Rivers, Sergeant Floyd carried government supplies, assisted in dredging and flood control work, and carried Army engineers and visiting legislators on inspection tours. Today, she is a dry-berthed museum vessel on the banks of the Missouri River. (Photo courtesy City of Sioux City)

INIT #138

Current Location: SIOUX CITY, IOWA

Previous Name(s): NONE

Built in 1932 by HOWARD SHIPYARDS
Built at JEFFERSONVILLE, INDIANA
Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: TOWBOAT
Original Use: GOVERNMENT
Present Use: MUSEUM/TOURIST INFORMATION CENTER

Masts: 0; Rigging: UNRIGGED
Length: 138.4; Beam: 30.0; Depth of Hold: 5.6
Displacement: 306.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL; Horsepower: 1200.0
Propulsion: TWIN SCREW

Owner: CITY OF SIOUX CITY/DEPT. OF PUBLIC WORKS
Address: P.O. BOX 447
SIOUX CITY, IA 51102 Phone: 712-279-6111

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001079

Condition: GOOD; Original Fabric: 75%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



SHERMAN ZWICKER

Built as a wooden auxiliary fishing schooner, Sherman Zwicker was among the last of her type to be built. She fished the Grand Banks from March through mid-September, and during the fall and winter she made trips to South America carrying a cargo of salt fish and returning with her hold full of salt. (Photo courtesy National Maritime Initiative/James P. Delgado, 1989)

Current Location: BOOTHBAY HARBOR, MAINE

INIT #139

Previous Name(s): NONE

Built in 1941 by SMITH AND RHULAND
 Built at LUNENBURG, NOVA SCOTIA
 Built for ZWICKER AND COMPANY

Vessel Type: SCHOONER
 Original Use: FISHING
 Present Use: MUSEUM

Masts: 2; Rigging: SCHOONER
 Length: 142.0; Beam: 27.0
 Gross Tonnage: 180.0
 Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
 Engines: DIESEL AUXILIARY; Horsepower: 320.0
 Propulsion: SAIL/SINGLE SCREW

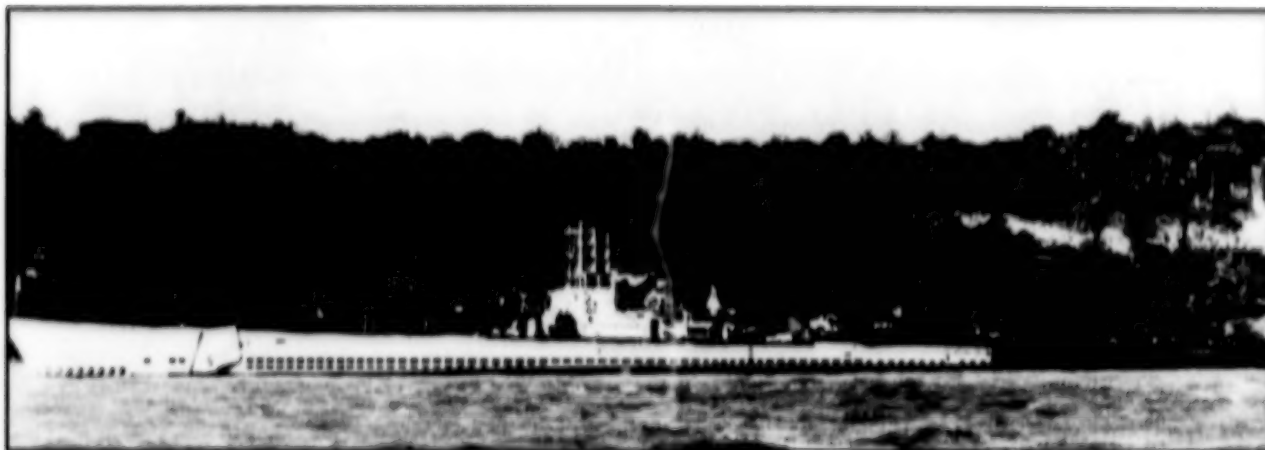
Owner: GRAND BANKS SCHOONER MUSEUM
 Address: P.O. BOX 123
 BOOTHBAY HARBOR, ME 04538

Phone: 207-633-4215

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION/FLOATING EXHIBIT
 Accessible: TRUE; Afloat: TRUE; Operating: TRUE

SILVERSIDES



The top-ranked surviving World War II submarine, USS Silversides served the Pacific Fleet along Japan's coasts, the East China Sea, and through key enemy shipping routes around the Marianas, Carolines, Bismarck Archipelago, and along the Solomons to Guadalcanal. Her mission was to stop raw materials and supplies--oil, bauxite, rubber, coal, food, and iron ore--from reaching Japan. (Photo courtesy U.S. Naval Historical Center/1940s)

Official #SS-236

INIT #140

Current Location: MUSKEGON, MICHIGAN

Previous Name(s): USS SILVERSIDES (1942-1969)

Built in 1941 by MARE ISLAND NAVY YARD

Built at VALLEJO, CALIFORNIA

Built for U.S. NAVY

Vessel Type: SUBMARINE

Original Use: NAVAL

Present Use: MUSEUM

Military Vessel Class: GATO

Armament: TEN 21-INCH TORPEDO TUBES, ONE 3-INCH/50 CALIBER GUN, ONE 40MM GUN

Masts: 0; Rigging: UNRIGGED

Length: 311.8; Beam: 27.3; Draft: 17.0; Displacement: 1526.0

Hull Materials: STEEL; Decks: STEEL/TEAK; Superstructure: STEEL

Engines: DIESEL/ELECTRIC; Horsepower: 5400.0; Propulsion: TWIN SCREW

Owner: U.S.S. SILVERSIDES & MARITIME MUSEUM

Address: P.O. BOX 1692

MUSKEGON, MI 49443

Phone: 616-744-9117

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #72000453

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT

Accessible: TRUE; Afloat: TRUE; Operating: FALSE

ST. NICHOLAS III

The design of the Tarpon Springs sponge fishing fleet evolved from a remarkable combination of centuries-old Mediterranean sailing boats and modern vessels powered by a modern internal combustion engine. One of four remaining sponge diving boats, St. Nicholas III currently operates as both a sponger and a tour boat. (Photo courtesy National Register of Historic Places)

Official #238834

INIT #347

Current Location: TARPON SPRINGS, FLORIDA

Previous Name(s): NONE

Built in 1939 by SPIRO SAROUKIS
Built at TARPON SPRINGS, FLORIDA
Built for MICHAEL J. BILLIRIS

Vessel Type: SPONGE DIVING BOAT
Original Use: SPONGE FISHING
Present Use: SPONGER/EXCURSION BOAT

Masts: 2; Rigging: YAWL
Length: 40.5; Beam: 13.0; Depth of Hold: 5.0; Draft: 6.5
Gross Tonnage: 11.5; Net: 5.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: 671 DETROIT DIESEL; Horsepower: 235.0
Propulsion: SAIL/SINGLE SCREW

Owner: TED BILLIRIS
Address: 693 DODECANESE BOULEVARD
TARPON SPRINGS, FL 34689

Phone: 813-937-0924

National Register Status: LISTED; Significance Level: NATIONAL; Reference #90001136

Condition: GOOD; Original Fabric: 85%

Preservation Objective: OPERATION/EXCURSION/EDUCATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



STANLEY NORMAN

Recently acquired by the Chesapeake Bay Foundation, Stanley Norman will host school children on educational cruises on the Chesapeake Bay.

Official #117187

INIT #320

Current Location: ANNAPOLIS, MARYLAND

Previous Name(s): NONE

Built in 1902 by OTIS LLOYD

Built at SALISBURY, MARYLAND

Built for ROBERT L. SHORES, DEAL ISLAND, MARYLAND

Vessel Type: SKIPJACK

Original Use: OYSTER DREDGING

Present Use: EDUCATIONAL CRUISES

Masts: 1; Rigging: SKIPJACK

Length: 47.5; Beam: 15.3; Depth of Hold: 2.7

Gross Tonnage: 8.0; Net: 8.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: N/A

Propulsion: SAIL/PUSHBOAT

Owner: CHESAPEAKE BAY FOUNDATION

Address: 162 PRINCE GEORGE STREET

ANNAPOLIS, MD 21401

Phone: 301-268-8816

National Register Status: LISTED; Significance Level: NATIONAL; Reference #85001086

Condition: GOOD; Original Fabric: 20%

Preservation Objective: OPERATION/EDUCATION CRUISES

Accessible: TRUE; Afloat: TRUE; Operating: TRUE



STAR OF INDIA

A three-masted, iron-hulled vessel, the only extant Alaskan salmon vessel of its type, Star of India used to carry fishermen and cannery employees to the Alaskan fisheries. She is the oldest iron-hulled merchantman afloat. Between 1959 and 1963 she was carefully restored by the Maritime Museum Association of San Diego to be a floating exhibit moored at the Embarcadero in San Diego. (Photo courtesy San Diego Maritime Society/Roscoe Smith)

Official #136801

INIT #141

Current Location: SAN DIEGO, CALIFORNIA

Previous Name(s): EUTERPE (1863-1901)

Built in 1863 by GIBSON, MCDONALD, AND ARNOLD
 Built at RAMSAY, ISLE OF MAN, GREAT BRITAIN
 Built for WAKEFIELD, NASH, AND COMPANY

Vessel Type: BARK
 Original Use: CARGO/PASSENGER
 Present Use: MUSEUM

Masts: 3; Rigging: BARK/ORIG. SHIP
 Length: 205.5; Beam: 35.2; Depth of Hold: 23.4
 Gross Tonnage: 1318.0; Net: 1247.0
 Hull Materials: IRON; Decks: WOOD; Superstructure: WOOD
 Engines: N/A; Propulsion: SAIL

Owner: MARITIME MUSEUM ASSOCIATION OF SAN DIEGO
 Address: 1306 NORTH HARBOR DRIVE
 SAN DIEGO, CA 92101 Phone: 619-234-9153

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #66000223

Condition: GOOD; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT/OCCASIONAL OPERATION
 Accessible: TRUE; Afloat: TRUE; Operating: FALSE



STE. CLAIRE

The steamer Ste. Claire is significant as one of the two classic excursion steamers in the country; as one of the two last essentially unaltered passenger ships designed by leading architect Frank E. Kirby; for her rare type of propulsion system; and for her long service. (Photo courtesy National Register of Historic Places/Peter Worden)

Official #207582

INIT #142

Current Location: DETROIT, MICHIGAN

Previous Name(s): NONE

Built in 1911 by TOLEDO SHIPBUILDING COMPANY

Built at TOLEDO, OHIO

Built for DETROIT, BELLE ISLE, & WINDSOR FERRY COMPANY

Vessel Type: PASSENGER VESSEL

Original Use: EXCURSION STEAMER

Present Use: PASSENGER CRUISES

Masts: 0; Rigging: UNRIGGED

Length: 181.0; Beam: 50.0; Depth of Hold: 14.9; Draft: 13.0

Gross Tonnage: 870.0; Net: 507.0

Hull Materials: STEEL; Decks: STEEL; Superstructure: WOOD

Engines: STEAM, TRIPLE EXPANSION; Horsepower: 2000.0

Propulsion: SINGLE SCREW

Owner: INTERNATIONAL SHIPPING COMPANY

Address: 4401 WEST JEFFERSON

DETROIT, MI 48209

Phone: 313-843-8800

National Register Status: LISTED; Significance Level: NATIONAL; Reference #79001177

Condition: GOOD; Original Fabric: 100%

Preservation Objective: OPERATION/PASSENGER CRUISES

Accessible: TRUE; Afloat: TRUE; Operating: TRUE

STE. GENEVIEVE



Ste. Genevieve is the only preserved example of a U.S. Army Corps of Engineers cutterhead dredge. Dredges played a vital role in opening and maintaining America's inland waterways.

INIT #194

Current Location: ST. CHARLES, MISSOURI

Previous Name(s): NONE

Built in 1932 by DRAVO
Built at PITTSBURGH, PENNSYLVANIA
Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: DREDGE (CUTTERHEAD PIPELINE)
Original Use: GOVERNMENT DREDGING
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 267.0; Beam: 47.1; Depth of Hold: 8.0
Displacement: 1390.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: TURBO-GENERATOR STEAM TURBINE; Horsepower: 1760.0
Propulsion: STERNWHEEL

Owner: MARINE LEARNING INSTITUTE
Address: P.O. BOX 6
PORTAGE DES SIOUX, MO 63373

Phone: 314-724-1558

Condition: GOOD; Original Fabric: 75%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



STEPHEN TABER

The two-masted, gaff-rigged schooner Stephen Taber is one of the oldest documented American merchant sailing vessels in continuous use under the U.S. flag. She carried bricks (1871-1923) and pulpwood (1923-1946) in the Northern Atlantic Ocean and in 1946 was converted to passenger hire along the Maine Coast. (Photo courtesy National Maritime Initiative/James P. Delgado, 1989)

Official #115409

INIT #143

Current Location: CAMDEN, MAINE

Previous Name(s): NONE

Built in 1871 by A. W. VANCOTT

Built at GLENWOOD, NEW YORK

Built for COX BROTHERS, LONG ISLAND

Vessel Type: SCHOONER

Original Use: CARGO

Present Use: PASSENGER CRUISES

Masts: 2; Rigging: SCHOONER

Length: 68.0; Beam: 22.6; Depth of Hold: 4.8

Gross Tonnage: 53.8; Net: 41.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: N/A

Propulsion: SAIL

Owner: ORVILLE K. AND ELLEN S. BARNES

Address: 70 ELM STREET

CAMDEN, ME 04843

Phone: 207-236-3520

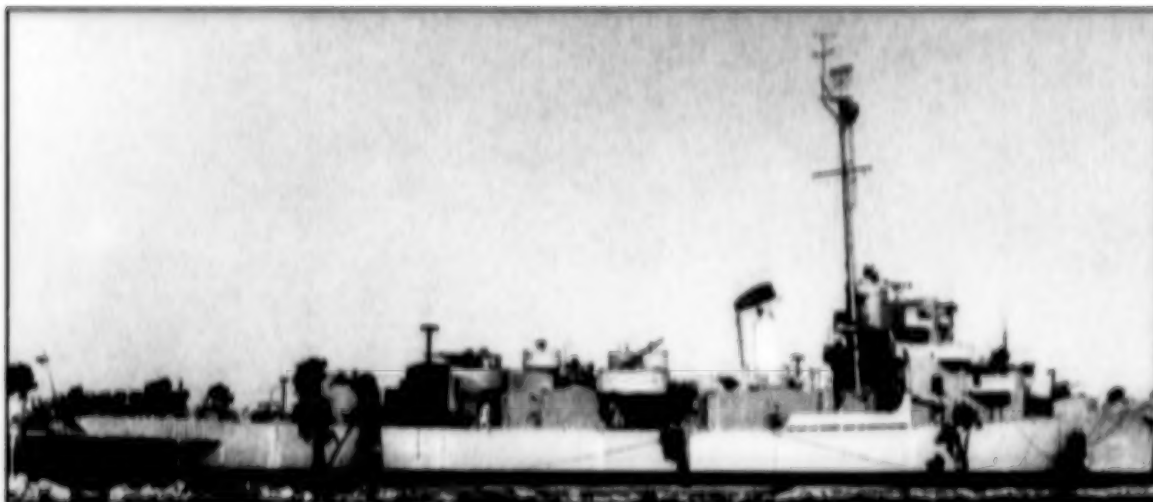
National Register Status: LISTED; Significance Level: NATIONAL; Reference #84001386

Condition: GOOD; Original Fabric: 10%

Preservation Objective: OPERATION

Accessible: TRUE; Afloat: TRUE; Operating: TRUE

STEWART



The last surviving U.S. Destroyer Escort (DE) in the United States, USS Stewart served in the North Atlantic as a convoy escort during World War II. She is shown here in her dry berth at Seawolf Park. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #DE-238

INIT #144

Current Location: GALVESTON, TEXAS

Previous Name(s): USS STEWART (1943-1972)

Built in 1943 by BROWN SHIPBUILDING COMPANY

Built at HOUSTON, TEXAS

Built for U.S. NAVY

Vessel Type: DESTROYER ESCORT

Original Use: NAVAL

Present Use: MUSEUM

Military Vessel Class: EDSALL

Armament: THREE 3-INCH/50 CALIBER GUNS, TWO 40MM GUNS, EIGHT 20MM GUNS,
DEPTH CHARGES, THREE 21-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED

Length: 306.0; Beam: 37.0; Draft: 12.3

Displacement: 1200.0

Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL

Engines: DIESEL; Horsepower: 6000.0

Propulsion: TWIN SCREW

Owner: STATE OF TEXAS, SEAWOLF PARK

Address: PELICAN ISLAND

GALVESTON, TX 77552

Phone: 409-744-5738

Condition: POOR; Original Fabric: 90%

Preservation Objective: DRY BERTH EXHIBIT

Accessible: TRUE; Afloat: FALSE; Operating: FALSE



SURPRISE

Product of the noted naval architect Thomas McManus, Surprise, after a long career as a private yacht, is now a day-cruise vessel operating out of the historic port of Camden, Maine. (Photo courtesy National Maritime Initiative/James P. Delgado, 1989)

Official #288422

INIT #272

Current Location: CAMDEN, MAINE

Previous Name(s): NONE

Built in 1918 by THOMAS MCMANUS
Built at ROCKPORT, MASSACHUSETTS
Built for CAPT. MARTIN COTTONHORN

Vessel Type: SCHOONER (GLOUCESTER)
Original Use: PRIVATE YACHT
Present Use: DAY SAILS

Masts: 2; Rigging: TOPSAIL SCHOONER
Length: 57.0; Beam: 12.0; Draft: 6.9; Gross Tonnage: 11.0; Net: 11.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: GM 353 DIESEL; Horsepower: 90.0; Propulsion: SAIL/SINGLE SCREW

Owner: JACK & BARBARA MOORE
Address: P.O. BOX 450
CAMDEN, ME 04843 Phone: 207-236-4687

Condition: GOOD; Original Fabric: 50%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



TABOR BOY

Originally the Dutch pilot schooner Bestevaer, Tabor Boy currently offers a sail-training program, taking day sails and weekend cruises along the New England coast, and extended trips to Maine and the Caribbean during the winter months. (Photo courtesy Tabor Academy)

Official #265694

INIT #146

Current Location: MARION, MASSACHUSETTS

Previous Name(s): BESTEVAER
PILOT SCHOONER #2

Built in 1914 by GOVERNMENT OF THE NETHERLANDS
Built at AMSTERDAM
Built for GOVERNMENT OF THE NETHERLANDS

Vessel Type: SCHOONER
Original Use: PILOT SCHOONER
Present Use: SAIL TRAINING

Masts: 2; Rigging: SCHOONER
Length: 82.5; Beam: 20.7
Gross Tonnage: 99.0; Net: 82.0
Hull Materials: IRON; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: 330.0
Propulsion: SAIL/SINGLE SCREW

Owner: TABOR ACADEMY
Address: FRONT STREET
MARION, MA 02738

Phone: 508-748-2000

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION/SAIL TRAINING
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

TANEY



U.S. Coast Guard Cutter Roger B. Taney is the only surviving warship left afloat that was at Pearl Harbor on December 7, 1941, when the Pacific Fleet was attacked. Acquired by the Baltimore Maritime Museum, Taney is displayed in Baltimore's Inner Harbor. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #WHEC-37

INIT #232

Current Location: BALTIMORE, MARYLAND

Previous Name(s): USCGC ROGER B. TANEY (WPG-37)
USS TANEY (WPG-37), (WAGC-37)

Built in 1936 by PHILADELPHIA NAVAL SHIPYARD
Built at PHILADELPHIA, PENNSYLVANIA
Built for U.S. COAST GUARD

Vessel Type: COAST GUARD CUTTER

Original Use: NAVAL

Present Use: MUSEUM

Military Vessel Class: SECRETARY

Armament: ONE 5-INCH/38 CALIBER GUN, TWO .50 CALIBER MACHINE GUNS, TWO
MARK 32 TORPEDO TUBES

Masts: 2; Rigging: UNRIGGED

Length: 327.0; Beam: 41.2; Draft: 15.3; Displacement: 26560.0

Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL

Engines: GEARED TURBINES; Horsepower: 6200.0; Propulsion: TWIN SCREW

Owner: BALTIMORE MARITIME MUSEUM

Address: PIER 4, PRATT STREET
BALTIMORE, MD 21202

Phone: 301-396-5528

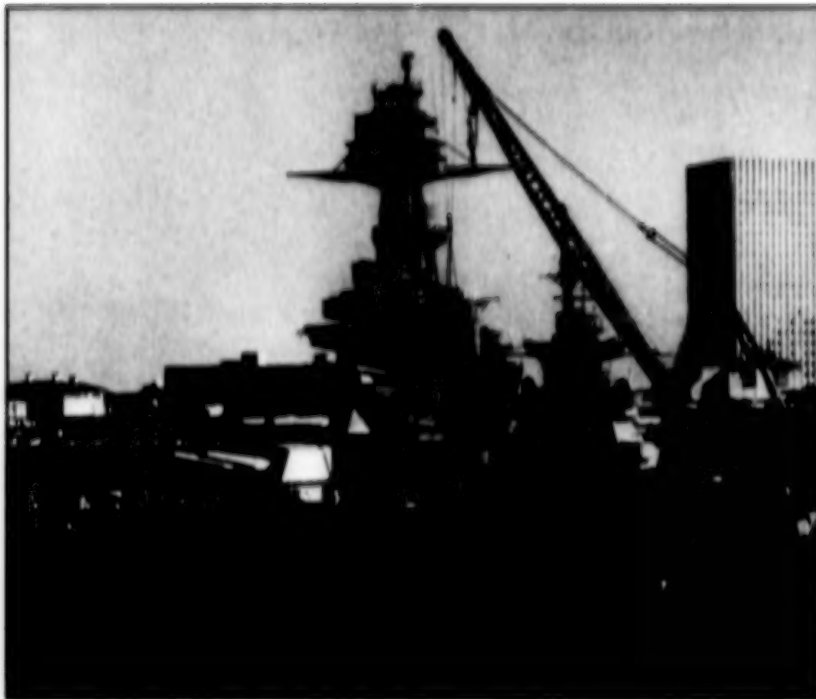
NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #88001826

Condition: GOOD; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT

Accessible: TRUE; Afloat: TRUE; Operating: FALSE



TEXAS

Built as one of six near-sisters, Texas is the sole survivor of these American "dreadnoughts." The battleship was completed in time to participate in the American landings at Veracruz and served in both World Wars. The first battleship to be made a state shrine in 1948, Texas is currently moored at San Jacinto State Park. She is shown here during restoration at Todd Shipyard in Galveston, Texas. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #BB-35

INIT #148

Current Location: LAPORTE, TEXAS

Previous Name(s): USS TEXAS (1914-1948)

Built in 1914 by NEWPORT NEWS SHIPBUILDING & DRYDOCK COMPANY

Built at NEWPORT NEWS, VIRGINIA

Built for U.S. NAVY

Vessel Type: BATTLESHIP

Original Use: NAVAL

Present Use: MUSEUM

Military Vessel Class: NEW YORK

Armament: TEN 14-INCH GUNS PAIRED IN FIVE TURRETS, SIX 5-INCH/51 CALIBER GUNS, THIRTY-EIGHT 20MM GUNS

Masts: 1; Rigging: UNRIGGED

Length: 573.0; Beam: 106.0; Depth of Hold: 48.8; Draft: 28.7; Displacement: 34000.0

Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL

Engines: STEAM, TWIN TRIPLE EXPANSION; Horsepower: 28100.0; Propulsion: TWIN SCREW

Owner: TEXAS PARKS AND WILDLIFE DEPARTMENT

Address: 3527 BATTLEGROUND ROAD

LA PORTE, TX 77571

Phone: 713-479-2411

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #76002039

AMERICAN SOCIETY FOR MECHANICAL ENGINEERING LANDMARK

Condition: GOOD; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT

Accessible: TRUE; Afloat: TRUE; Operating: FALSE

THE SULLIVANS



USS The Sullivans, named for five brothers who lost their lives in the Battle of the Solomon Islands, is an excellent example of the Fletcher class, the largest and most important class of U.S. destroyers in World War II. She is currently displayed on Buffalo's lakefront with USS Little Rock, USS Croaker, and an array of aircraft and military vehicles. (Photo courtesy National Maritime Initiative/James P. Delgado, 1990)

Official #DD-537

INIT #149

Current Location: BUFFALO, NEW YORK

Previous Name(s): USS THE SULLIVANS (1943-1977)

Built in 1943 by BETHLEHEM STEEL CORPORATION

Built at SAN FRANCISCO, CALIFORNIA

Built for U.S. NAVY

Vessel Type: DESTROYER

Original Use: NAVAL

Present Use: MUSEUM

Military Vessel Class: FLETCHER

Armament: FOUR 5-INCH/38 CALIBER GUNS, ONE 3-INCH/50 CALIBER GUN, TWO 40MM GUNS, DEPTH CHARGES

Masts: 2; Rigging: UNRIGGED

Length: 376.5; Beam: 39.5; Draft: 19.0; Displacement: 2100.0

Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL

Engines: STEAM, GEARED TURBINES; Horsepower: 60000.0; Propulsion: TWIN SCREW

Owner: BUFFALO & ERIE COUNTY NAVAL & SERVICEMEN'S PARK

Address: ONE NAVAL PARK COVE

BUFFALO, NY 14202

Phone: 716-847-1773

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #86000085

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT

Accessible: TRUE; Afloat: TRUE; Operating: FALSE



THOMAS W. CLYDE

Currently on loan to provide public education about the skipjacks, Thomas W. Clyde is based at Evelynton Plantation. (Photo courtesy National Maritime Initiative/Candace Clifford, 1990)

Official #209233

INIT #310

Current Location: CHARLES CITY COUNTY, VIRGINIA

Previous Name(s): NONE

Built in 1911 by UNKNOWN
Built at ORIOLE, MARYLAND
Built for UNKNOWN

Vessel Type: SKIPJACK
Original Use: OYSTER DREDGING
Present Use: ON LOAN

Masts: 1; Rigging: SLOOP
Length: 54.5; Beam: 18.2; Depth of Hold: 5.3
Gross: 27; Net: 21.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL/PUSHBOAT

Owner: CAPTAIN CHARLES ABBOTT, JR.
Address: WEWONA, MD 21870 Phone: 301-784-2216

National Register Status: LISTED; Significance Level: NATIONAL; Reference #85001084

Condition: GOOD; Original Fabric: UNKNOWN

Preservation Objective: OPERATION/EDUCATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

TICONDEROGA



The only extant and basically unchanged side-paddle-wheel lakeboat in the United States, Ticonderoga was used as a Lake Champlain excursion boat from 1906 to 1953. Ticonderoga is now a dry berth exhibit on the grounds of the Shelburne Museum, housing a collection of prints, paintings, and photographs illustrating the history of steamboating on Lake Champlain. (Photo courtesy Shelburne Museum)

Official #203172

INIT #150

Current Location: SHELBURNE, VERMONT

Previous Name(s): NONE

Built in 1906 by CHAMPLAIN TRANSPORTATION COMPANY

Built at SHELBURNE, VERMONT

Built for CHAMPLAIN TRANSPORTATION COMPANY

Vessel Type: PASSENGER VESSEL

Original Use: CARGO/PASSENGERS

Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED

Length: 212.2; Beam: 57.9; Depth of Hold: 10.2

Gross Tonnage: 892.0; Net: 344.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: STEAM, WALKING BEAM; Horsepower: 1500.0

Propulsion: SIDEWHEEL

Owner: SHELBURNE MUSEUM, INC.

Address: U.S. ROUTE 7

SHELBURNE, VT 05482

Phone: 802-985-3344

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #66000797

Recorded by HAER

Condition: GOOD; Original Fabric: 100%

Preservation Objective: DRY BERTH EXHIBIT

Accessible: TRUE; Afloat: FALSE; Operating: FALSE



TORSK

USS Torsk is one of two preserved examples of the Tench class submarine (the other being Requin), an attempt late in the war by the U.S. Navy to improve the highly successful Gato and Balaço class boats. She is currently displayed in Baltimore's Inner Harbor. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #SS-423

INIT #151

Current Location: BALTIMORE, MARYLAND

Previous Name(s): USS TORSK (1944-1971)

Built in 1944 by PORTSMOUTH NAVY YARD
Built at PORTSMOUTH, NEW HAMPSHIRE
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: TENCH/FLEET SNORKEL
Armament: TEN 21-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 311.7; Beam: 27.2; Draft: 17.0
Displacement: 1800.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 5400.0
Propulsion: TWIN SCREW

Owner: BALTIMORE MARITIME MUSEUM
Address: PIER 4, PRATT STREET
BALTIMORE, MD 21202

Phone: 301-396-5528

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #86000090

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

U-505



The Second World War submarine U-505 was the first foreign warship captured on the high seas by the U.S. Navy since 1815. U-505 currently serves as a memorial to the 55,000 Americans who lost their lives at sea during World War II. (Photo courtesy Chicago Museum of Science and Industry)

Official #U-505

INIT #152

Current Location: CHICAGO, ILLINOIS

Previous Name(s): NONE

Built in 1941 by DEUTSCHE WERFT

Built at HAMBURG, GERMANY

Built for DEUTSCHES KRIEGSMARINE (GERMAN NAVY)

Vessel Type: SUBMARINE

Original Use: NAVAL

Present Use: MUSEUM

Military Vessel Class: TYPE IX C U-BOAT

Armament: FOUR 530MM BOW TORPEDO TUBES, TWO STERN TORPEDO TUBES, TWO 20MM AND ONE 37MM GUNS

Masts: 0; Rigging: UNRIGGED

Length: 252.0; Beam: 22.7; Depth of Hold: 15.5; Displacement: 1120.0

Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL

Engines: DIESEL/ELECTRIC; Horsepower: 4400.0; Propulsion: TWIN SCREW

Owner: MUSEUM OF SCIENCE AND INDUSTRY

Address: 57TH STREET & LAKESHORE DRIVE

CHICAGO, IL 60637

Phone: 312-684-1414

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001231

Condition: GOOD; Original Fabric: 90%

Preservation Objective: DRY BERTH EXHIBIT

Accessible: TRUE; Afloat: FALSE; Operating: FALSE

VALLEY CAMP



Built as Louis W. Hill, she carried iron ore, coal, stone, and grain for more than 50 years in the Great Lakes merchant trade. Taken out of service in 1966, Valley Camp was dedicated as a marine museum and visitors center in 1968. (Photo courtesy Le Sault de Ste Marie Historic Sites, Inc.)

Official #215518

INIT #153

Current Location: SAULT STE MARIE, MICHIGAN

Previous Name(s): LOUIS W. HILL (1917-1955)

Built in 1917 by AMERICAN SHIPBUILDING COMPANY

Built at LORAIN, OHIO

Built for HANNA MINING COMPANY

Vessel Type: FREIGHTER

Original Use: BULK CARGO

Present Use: MUSEUM

Masts: 1; Rigging: UNRIGGED

Length: 525.0; Beam: 58.0; Depth of Hold: 31.0

Gross Tonnage: 7038.0; Net: 5648.0

Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL

Engines: STEAM, TRIPLE EXPANSION; Horsepower: 1800.0

Propulsion: SINGLE SCREW

Owner: LE SAULT DE STE MARIE HIST. SITES, INC.

Address: P.O. BOX 1668

SAULT STE MARIE, MI 49783 Phone: 906-632-3658

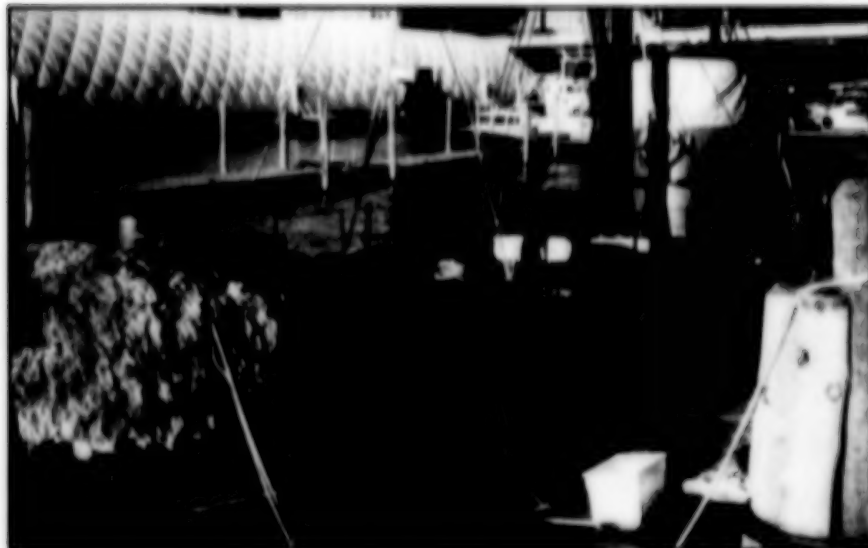
National Register Status: LISTED; Significance Level: NATIONAL; Reference #72000606

Condition: FAIR; Original Fabric: 95%

Preservation Objective: DRY BERTH EXHIBIT

Accessible: TRUE; Afloat: FALSE; Operating: FALSE

VERNIE S.



Built as a New York Harbor lighter, Vernie S. has had a long and varied career in a number of trades. Moored at South Street Seaport, Vernie S. is used by the members of the Wavertree Society. (Photo courtesy National Maritime Initiative/James P. Delgado)

Official #121051

INIT #155

Current Location: NEW YORK, NEW YORK

Previous Name(s): FOUR SISTERS (1897-)

Built in 1897 by UNKNOWN

Built at GLENWOOD, NY

Built for EDWARD BEDELL, NEW YORK

Vessel Type: PASSENGER VESSEL

Original Use: PASSENGER/OYSTERING/LIGHTER

Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED

Length: 45.8; Beam: 16.5; Depth of Hold: 5.5

Gross Tonnage: 28.0; Net: 19.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: DIESEL/ORIG. STEAM; Horsepower: 50.0

Propulsion: SINGLE SCREW

Owner: THE WAVERTREE SOCIETY, INC.

Address: 21 WEST STREET - 21ST FLOOR

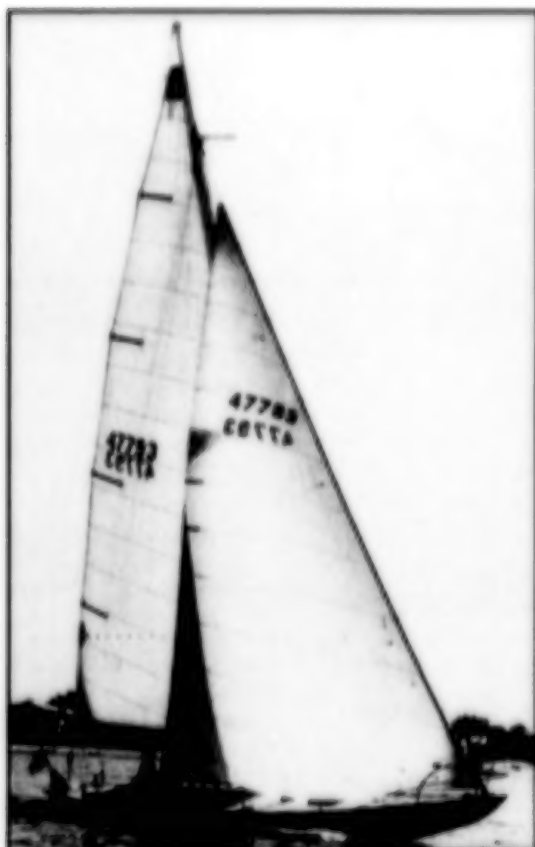
NEW YORK, NY 10006

Phone: 203-531-8070

Condition: FAIR; Original Fabric: 70%

Preservation Objective: FLOATING EXHIBIT

Accessible: TRUE; Afloat: TRUE; Operating: TRUE



VIRGINIA

Virginia is an excellent example of the early 20th-century racing sloops designed by noted architect William Gardner, whose work was influential in the development of American yachts. *Virginia* is the last of Gardner's "Q-boats" to survive.

Official #CP4033YB

INIT #333

Current Location: DANA POINT, CALIFORNIA

Previous Name(s): STARLING

Built in 1913 by WILLIAM GARDNER/WOOD AND MCCLURE

Built at CITY ISLAND, NEW YORK

Built for STUART BLACKTON

Vessel Type: YACHT "Q-BOAT"

Original Use: RACING

Present Use: SAIL TRAINING

Masts: 1; Rigging: MARCONI SLOOP

Length: 43.1; Beam: 8.6; Draft: 6.0

Gross Tonnage: 9.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: N/A

Propulsion: SAIL

Owner: NAUTICAL HERITAGE SOCIETY

Address: 24532 DEL PRADO

DANA POINT, CA 92629

Phone: 714-661-1001

Condition: GOOD; Original Fabric: 40%

Preservation Objective: OPERATION/SAIL TRAINING

Accessible: TRUE; Afloat: TRUE; Operating: TRUE

VIRGINIA V

The last wooden-hulled steamboat with reciprocating engines on Puget Sound, Virginia V was substantially rebuilt to her original lines in 1977. Today she operates out of Seattle carrying passengers on and around her original route on Puget Sound.

Official #222170

INIT #157

Current Location: SEATTLE, WASHINGTON

Previous Name(s): NONE

Built in 1922 by ANDERSON & COMPANY

Built at OLALLA, WASHINGTON

Built for WEST PASS TRANSPORTATION COMPANY

Vessel Type: PASSENGER VESSEL

Original Use: PASSENGER/FREIGHT

Present Use: EXCURSION

Masts: 2; Rigging: UNRIGGED

Length: 115.9; Beam: 24.1; Depth of Hold: 7.1

Gross Tonnage: 122.0; Net: 83.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: STEAM, TRIPLE EXPANSION; Horsepower: 400.0

Propulsion: SINGLE SCREW

Owner: VIRGINIA V FOUNDATION, INC.

Address: 911 WESTERN

SEATTLE, WA 98107

Phone: 206-624-9119

National Register Status: LISTED; Significance Level: STATE; Reference #73001875

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION/EDUCATION

Accessible: TRUE; Afloat: TRUE; Operating: TRUE



W. O. DECKER

W. O. Decker began her career as a wooden-hulled steam tugboat moving barges and scows in an industrial waterway that forms the boundary between Brooklyn and Queens. Since 1977, she has been used for general towing work, shifting South Street Seaport Museum's larger vessels at the Museum piers, and moving smaller Museum vessels to and from local shipyards for drydocking. She is also available as a charter for harbor tours. (Photo courtesy South Street Seaport Museum)

Official #229987

INIT #202

Current Location: NEW YORK, NEW YORK

Previous Name(s): RUSSELL 1 (1930-1959)

Built in 1930 by RUSSELL SHIPYARD
 Built at LONG ISLAND CITY, NEW YORK
 Built for NEWTOWN CREEK TOWING COMPANY

Vessel Type: TUG
 Original Use: TUG
 Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
 Length: 47.8; Beam: 15.0; Depth of Hold: 5.6
 Gross Tonnage: 22.0; Net: 14.0
 Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
 Engines: DIESEL/ORIG. STEAM RECIPROCATING; Horsepower: 250.0
 Propulsion: SINGLE SCREW

Owner: SOUTH STREET SEAPORT MUSEUM
 Address: 207 FRONT STREET
 NEW YORK, NY 10038

Phone: 212-669-9400

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT/OPERATION
 Accessible: TRUE; Afloat: TRUE; Operating: TRUE

W. P. SNYDER JR.



W. P. Snyder Jr. spent her entire career towing barges loaded with coal, iron ore, and finished steel products on the Ohio River and its tributaries. The sternwheel river towboat is now a museum vessel at the Ohio River Museum on the Muskingum River where it meets the Ohio. (Photo courtesy National Maritime Initiative/Kevin Foster, 1988)

Official #217222

INIT #166

Current Location: COLUMBUS, OHIO

Previous Name(s): W. H. CLINGERMAN (1918-1938)
J. L. PERRY (1938-1945)
A-1 (1945)

Built in 1918 by JAMES REES AND SONS COMPANY
Built at PITTSBURGH, PENNSYLVANIA
Built for CARNEGIE STEEL COMPANY

Vessel Type: TOWBOAT
Original Use: TOWBOAT
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 152.0; Beam: 29.1; Depth of Hold: 4.8
Gross Tonnage: 191.0; Net: 191.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL/WOOD
Engines: STEAM, COMPOUND; Horsepower: 750.0
Propulsion: STERNWHEEL

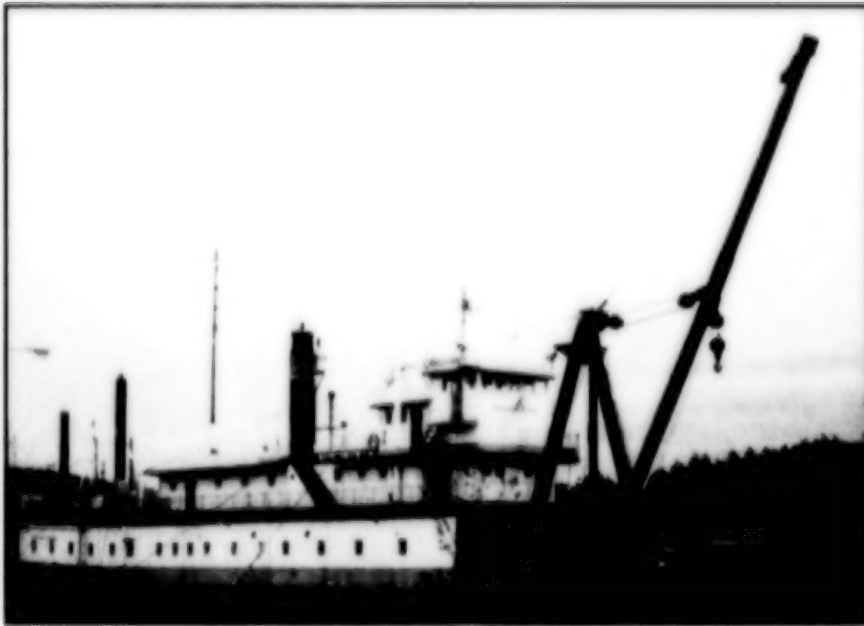
Owner: OHIO HISTORICAL SOCIETY
Address: 182 VELMA AVENUE
COLUMBUS, OH 43211 Phone: 614-297-2300

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #70000522

Condition: FAIR; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

W. T. PRESTON



The U.S. Army Corps of Engineers snagboat W. T. Preston worked nearly 11 months of each year removing large pieces of drift, waterlogged pilings and logs, derelict boats, ships, airplanes, and debris. Floating items were snagged with wires, hooked or grabbed by the clamshell bucket, loaded into a barge towed alongside. Retired in 1981, Preston was transferred to the City of Anacortes and moved ashore as a dry berth exhibit. (Photo courtesy National Maritime Initiative/ James P. Delgado, 1988)

INIT #167

Current Location: ANACORTES, WASHINGTON

Previous Name(s): NONE

Built in 1939 by LAKE UNION DRY DOCK

Built at SEATTLE, WASHINGTON

Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: SNAGBOAT

Original Use: SNAG REMOVAL

Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED

Length: 163.6; Beam: 34.8

Gross Tonnage: 291.0; Displacement: 494.0

Hull Materials: STEEL; Decks: STEEL; Superstructure: WOOD

Engines: STEAM, DIRECT-ACTING, NON-CONDENSING; Horsepower: 340.0

Propulsion: STERNWHEEL

Owner: THE CITY OF ANACORTES MUSEUM

Address: 1305 8TH STREET

ANACORTES, WA 98221

Phone: 206-293-1915

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #72001270

Condition: GOOD; Original Fabric: 95%

Preservation Objective: DRY BERTH EXHIBIT

Accessible: TRUE; Afloat: FALSE; Operating: FALSE

WAKE ROBIN

The last inland waters lighthouse tender, Wake Robin exemplifies those sternwheelers which maintained and replaced river lights and other aids to navigation on the various inland waterways of the United States.

INIT #196

Current Location: WARSAW, KENTUCKY

Previous Name(s): NONE

Built in 1926 by DRAVO
Built at NEVILLE ISLAND, PENNSYLVANIA
Built for U.S. LIGHTHOUSE SERVICE

Vessel Type: LIGHTHOUSE TENDER
Original Use: GOVERNMENT
Present Use: LAID UP (AWAITING RESTORATION)

Masts: 0; Rigging: UNRIGGED
Length: 182.0; Beam: 43.0; Depth of Hold: 5.0
Gross Tonnage: UNKNOWN
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: STEAM, FRISBEE; Horsepower: 550.0
Propulsion: STERNWHEEL

Owner: BENSONS INC.
Address: P.O. BOX 147
COVINGTON, KY 41011

Phone: 606-261-8500

Condition: FAIR; Original Fabric: 90%

Preservation Objective: ADAPTIVE USE/RESTAURANT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE



WAPAMA

Wapama is the last surviving example afloat of some 225 steam schooners specially designed for use in the 19th- and 20th-century Pacific Coast lumber trade and coastwide service. These vessels formed the backbone of maritime trade and commerce on the coast--ferrying lumber, general cargo, and passengers to and from urban centers and smaller coastal settlements. (Photo courtesy National Park Service/Richard Frear, 1986)

Official #213092

INIT #46

Current Location: SAUSALITO, CALIFORNIA

Previous Name(s): WAPAMA (1915-1938)
TONGASS (1938-1955)

Built in 1915 by JAMES H. PRICE
Built at ST. HELENS, OREGON
Built for CHARLES R. MCCORMICK STEAMSHIP COMPANY

Vessel Type: PASSENGER VESSEL
Original Use: PASSENGER/FREIGHT
Present Use: MUSEUM/UNDER RESTORATION

Masts: 2; Rigging: UNRIGGED
Length: 204.8; Beam: 40.2; Depth of Hold: 14.3
Gross Tonnage: 951.0; Net: 584.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 825.0
Propulsion: SINGLE SCREW

Owner: NATIONAL PARK SERVICE
Address: BUILDING #204, FORT MASON
SAN FRANCISCO, CA 94123

Phone: 415-332-8409

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #73000228
NATIONAL PARK SERVICE; Park: SAFR; LCS ID #12952; Recorded by HAER

Condition: POOR; Original Fabric: 85%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

WARDEN JOHNSTON



Built as the prison launch for the United States Penitentiary, Alcatraz, Warden Johnston ferried correctional officers, their families, and inmates to and from the island until the prison was closed in 1963. Sold as government surplus, Warden Johnston is now operated by the Sea Scouts and regularly returns to the island, and was included in several scenes in the Paramount motion picture, "Escape from Alcatraz." (Photo courtesy Gary Warren/ca. 1940s)

Official #284986

INIT #254

Current Location: SAN MATEO, CALIFORNIA

Previous Name(s): NONE

Built in 1945 by FEDERAL PRISON INDUSTRIES, INC.
Built at MCNEIL ISLAND, WASHINGTON
Built for ALCATRAZ FEDERAL PENITENTIARY

Vessel Type: MOTOR LAUNCH
Original Use: PENITENTIARY TRANSPORT VESSEL
Present Use: TRAINING - SEA SCOUT SHIP
Military Vessel Class: N/A
Armament: REMOVED/ORIG. SINGLE .50 CALIBER MACHINE GUN

Masts: 0; Rigging: UNRIGGED
Length: 64.1; Beam: 16.0; Depth of Hold: 6.6
Gross Tonnage: 58.0; Net: 39.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL; Horsepower: 275.0
Propulsion: SINGLE SCREW

Owner: SAN MATEO COUNTY COUNCIL BOY SCOUTS
Address: P.O. BOX 5005
SAN MATEO, CA 94402

Phone: 415-341-5633

Condition: GOOD; Original Fabric: UNKNOWN

Preservation Objective: OPERATION/SAIL TRAINING
Accessible: FALSE; Afloat: TRUE; Operating: TRUE



WAVERTREE

One of the last 19th-century square-rigged sailing merchant ships, Wavertree was built specifically for the jute trade between England and India. During the period of their primary importance (1870-1920), iron-hulled square-rigged cargo ships were found in every major port in the world, including the Port of New York. (Photo courtesy National Maritime Initiative/James P. Delgado, 1988)

INIT #159

Current Location: NEW YORK, NEW YORK

Previous Name(s): SOUTHGATE (1885-1888)
WAVERTREE (1888-1948)
DON ARIANO (1948-1968)

Built in 1885 by OSWALD, MORDAUNT, AND COMPANY
Built at SOUTHAMPTON, ENGLAND
Built for CHADWICK AND PRITCHARD, LIVERPOOL

Vessel Type: SHIP
Original Use: CARGO
Present Use: MUSEUM (PROPOSED)

Masts: 3; Rigging: UNRIGGED
Length: 279.0; Beam: 40.2; Depth of Hold: 24.4; Gross Tonnage: 2170.0; Net: 2014.0
Hull Materials: IRON; Decks: IRON/WOOD; Superstructure: IRON
Engines: N/A; Propulsion: SAIL

Owner: SOUTH STREET SEAPORT MUSEUM
Address: 207 FRONT STREET
NEW YORK, NY 10038 Phone: 212-766-9020

National Register Status: LISTED; Significance Level: NATIONAL; Reference #78001887

Condition: GOOD; Original Fabric: 60%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE



WAWONA

*Built for the Pacific Coast
lumber trade, Wawona later
served as a Bering Sea
codfisher as did her sister
ship C. A. Thayer.
Purchased by Northwest
Seaport in 1964, Wawona
has been undergoing
restoration since that year.
(Courtesy Historic American
Engineering Record/Jet
Lowe)*

Official #81576

INIT #160

Current Location: SEATTLE, WASHINGTON

Previous Name(s): NONE

Built in 1897 by HANS BENDIXSEN
Built at FAIRHAVEN, CALIFORNIA
Built for UNKNOWN

Vessel Type: SCHOONER
Original Use: CARGO
Present Use: MUSEUM

Masts: 3; Rigging: SCHOONER
Length: 156.0; Beam: 36.0; Depth of Hold: 12.3
Gross Tonnage: 468.0; Net: 413.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A; Propulsion: SAIL

Owner: NORTHWEST SEAPORT, INC.
Address: 1002 VALLEY STREET
SEATTLE, WA 98109

Phone: 206-447-9800

National Register Status: LISTED; Significance Level: LOCAL; Reference #70000643
Recorded by HAER

Condition: POOR; Original Fabric: 80%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



WENDAMEEN

Considered one of the best early surviving examples of her design, the yacht Wendameen was designed and built by nationally-noted naval architect John Alden. The hulk of Wendameen was restored in the late 1980s and now operates as a day sailer. She is shown here during restoration. (Photo courtesy National Maritime Initiative/Candace Clifford, 1990)

Official #210173

INIT #271

Current Location: ROCKLAND, MAINE

Previous Name(s): NONE

Built in 1912 by ADAMS SHIPBUILDING

Built at EAST BOOTHBAY, MAINE

Built for CHESTER W. BLISS OF NEW LONDON, CONNECTICUT

Vessel Type: YACHT

Original Use: YACHT

Present Use: PASSENGER CRUISES

Masts: 2; Rigging: DISMASTED/ORIG. GAFF SCHOONER

Length: 63.4; Beam: 17.0; Draft: 9.0

Gross Tonnage: 35.0; Net: 15.0

Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD

Engines: PERKINS DIESEL; Horsepower: UNKNOWN

Propulsion: SAIL (AUXILIARY SINGLE SCREW)

Owner: NEAL PARKER

Address: P.O. BOX 506

CAMDEN, ME 04843

Phone: 207-236-3472

Condition: FAIR; Original Fabric: 30%

Preservation Objective: OPERATION

Accessible: TRUE; Afloat: TRUE; Operating: TRUE

WILLIAM A. IRVIN



William A. Irvin transported iron ore and coal around the Great Lakes until retired in 1978. Her design features several trend-setting innovations which represented the most up-to-date technological advances in freighter construction following the Depression. Still operational, William A. Irvin is moored in Duluth harbor where she is open seasonally for public tours. (Photo courtesy Minnesota Historical Society/Michael Koop)

Official #237395

INIT #200

Current Location: DULUTH, MINNESOTA

Previous Name(s): NONE

Built in 1938 by PITTSBURG AMERICAN SHIP BUILDING COMPANY

Built at PITTSBURGH, PENNSYLVANIA

Built for PITTSBURG STEAM SHIP COMPANY

Vessel Type: FREIGHTER

Original Use: CARGO

Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED

Length: 593.2; Beam: 60.2; Depth of Hold: 28.2

Gross Tonnage: 8240.0; Net: 6072.0

Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL

Engines: STEAM TURBINES; Horsepower: 2000.0

Propulsion: TWIN SCREW

Owner: DULUTH ENTERTAINMENT CONVENTION CENTER

Address: 350 HARBOR DRIVE

DULUTH, MN 55802

Phone: 218-722-5573

National Register Status: LISTED; Significance Level: STATE; Reference #89000858

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT

Accessible: TRUE; Afloat: TRUE; Operating: TRUE

WILLIAM G. MATHER

Former flagship of the Cleveland Cliffs Steamship Company, William G. Mather is one of the last surviving classic Great Lakes steam freighters. Plans call for William G. Mather to be fully restored and open to the public in late 1990.

Official #224850

INIT #274

Current Location: CLEVELAND, OHIO

Previous Name(s): NONE

Built in 1925 by GREAT LAKES ENGINEERING WORKS

Built at RIVER ROUGE, MICHIGAN

Built for CLEVELAND-CLIFFS STEAMSHIP COMPANY

Vessel Type: STEAM FREIGHTER/GREAT LAKES

Original Use: FREIGHTER

Present Use: MUSEUM (PROPOSED)

Masts: 1; Rigging: UNRIGGED

Length: 601.0; Beam: 62.0; Depth of Hold: 27.7

Gross Tonnage: 8662.0; Net: 6810.0

Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL

Engines: DIESEL/TURBINES; Horsepower: 2500.0

Propulsion: SINGLE SCREW

Owner: GREAT LAKES HISTORICAL SOCIETY

Address: C/O WILLIAM G. MATHER MUSEUM

1920 SCRANTON ROAD

CLEVELAND, OH 44113

Phone: 216-574-6262

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT

Accessible: TRUE; Afloat: TRUE; Operating: FALSE

WILLIAM M. BLACK



William M. Black was built for the U.S. Army Corps of Engineers following unsuccessful attempts to use the inland waters for shipping wartime supplies during World War I. She was one of four boats used to complete the navigable channel on the Missouri River and was part of the national emergency public works program during the economic crisis of the 1930s. (Photo courtesy Dubuque County Historical Society/Roger R. Osborne)

INIT #162

Current Location: DUBUQUE, IOWA

Previous Name(s): NONE

Built in 1934 by MARIETTA MANUFACTURING COMPANY

Built at POINT PLEASANT, WEST VIRGINIA

Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: DREDGE

Original Use: DREDGE

Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED

Length: 277.5; Beam: 50.0; Depth of Hold: 8.6; Displacement: 1351.0

Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL/WOOD

Engines: STEAM, HORIZONTAL COMPOUND; Horsepower: 600.0

Propulsion: SIDEWHEEL

Owner: DUBUQUE COUNTY HISTORICAL SOCIETY

Address: P.O. BOX 305

DUBUQUE, IA 52001

Phone: 319-557-9445

National Register Status: LISTED; Significance Level: NATIONAL; Reference #82002618

Condition: GOOD; Original Fabric: 95%

Preservation Objective: FLOATING EXHIBIT

Accessible: TRUE; Afloat: TRUE; Operating: FALSE

WILLIAM S. MITCHELL



*Sister ship to
William M. Black,
William S. Mitchell
is a dustpan-type
suction dredge
designed specifically
to create and
maintain the widths
and depths of the
Missouri River,
providing the desired
navigation channel
dimensions and
facilitating the
passage of
commercial barges.
(Photo courtesy
Jackson County
Parks & Recreation)*

Current Location: KANSAS CITY, MISSOURI

INIT #164

Previous Name(s): NONE

Built in 1934 by MARIETTA MANUFACTURING COMPANY
Built at POINT PLEASANT, WEST VIRGINIA
Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: DREDGE
Original Use: DREDGE
Present Use: MUSEUM (PROPOSED)

Masts: 0; Rigging: UNRIGGED
Length: 277.5; Beam: 50.0; Depth of Hold: 8.6
Displacement: 1351.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: WOOD
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 1300.0
Propulsion: SIDEWHEEL

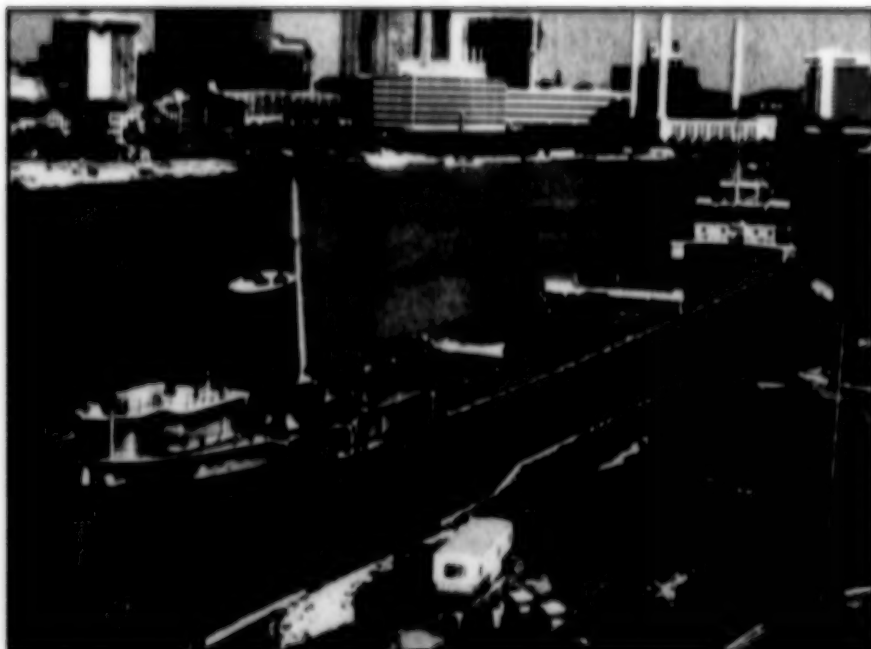
Owner: JACKSON COUNTY PARKS & RECREATION
Address: INDEPENDENCE SQUARE, ROOM 205
INDEPENDENCE, MO 64050

Phone: 816-881-4431

National Register Status: LISTED; Significance Level: STATE; Reference #85003102

Condition: FAIR; Original Fabric: 100%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE



WILLIS B. BOYER

An excellent example of an early 20th-century Great Lakes bulk freighter, Willis B. Boyer carried coal for the Shenango Furnace Company for most of her career. A working freighter until 1980, Boyer is currently a floating exhibit. (Photo courtesy Troy, Ohio, Daily News/James R. Morris)

Official #209185

INIT #249

Current Location: TOLEDO, OHIO

Previous Name(s): COL. JAMES M. SCHOONMAKER (1911-1969)

Built in 1911 by GREAT LAKES ENGINEERING WORKS

Built at ECORSE, MICHIGAN

Built for SHENANGO FURNACE COMPANY

Vessel Type: FREIGHTER

Original Use: GREAT LAKES ORE TRADE

Present Use: MUSEUM

Masts: 2; Rigging: UNRIGGED

Length: 590.0; Beam: 64.2; Depth of Hold: 34.2

Gross Tonnage: 8603.0; Net: 6650.0

Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL

Engines: STEAM TURBINE; Horsepower: 4950.0

Propulsion: SINGLE SCREW

Owner: CITY OF TOLEDO/TOLEDO-A-FLOAT

Address: C/O P.O. BOX 397

MAUMEE, OH 43537

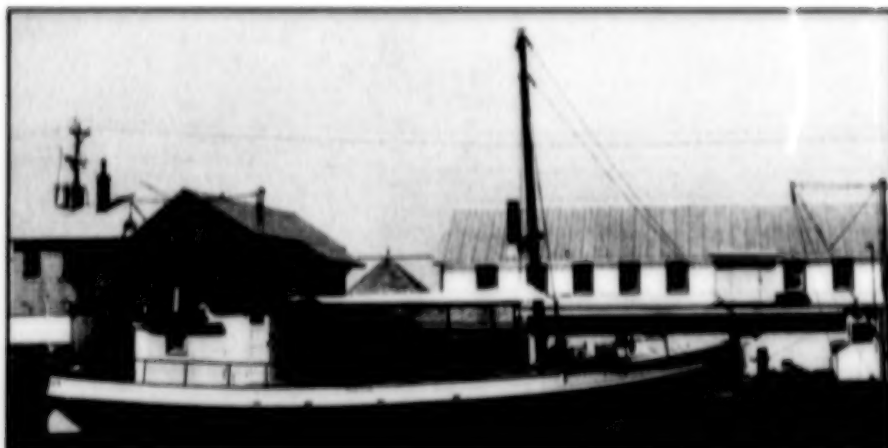
Phone: 419-698-8252

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT

Accessible: TRUE; Afloat: TRUE; Operating: FALSE

WM. B. TENNISON



The sole surviving example of the converted bugeye/buyboats of the Chesapeake Bay, Wm. B. Tennison was built as a nine-log bugeye and converted to a motor-powered buyboat between 1907 and 1911. Her service has included oyster dredging; hauling produce, lumber, and livestock in the off seasons to Baltimore and Washington markets; and buying oysters from boats on the dredging grounds--a combination of uses typical of many Bay craft that have now disappeared. She is now operated by the Calvert Marine Museum as an educational and recreational passenger vehicle. (Photo courtesy Calvert Marine Museum/Paula Johnson)

Official #81674

INIT #165

Current Location: SOLOMONS, MARYLAND

Previous Name(s): NONE

Built in 1899 by FRANK LAIRD
Built at CRAB ISLAND, MARYLAND
Built for B. P. & R. L. MILES

Vessel Type: BUYBOAT/ORIG. BUGEYE
Original Use: OYSTERING
Present Use: MUSEUM/EXCURSION

Masts: 1; Rigging: YAWL
Length: 60.5; Beam: 17.5; Depth of Hold: 4.5
Gross Tonnage: 18.0; Net: 11.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL; Horsepower: 37.0
Propulsion: SINGLE SCREW

Owner: CALVERT MARINE MUSEUM
Address: P.O. BOX 97
SOLOMONS, MD 20688

Phone: 301-326-2042

National Register Status: LISTED; Significance Level: NATIONAL; Reference #80001799

Condition: GOOD; Original Fabric: 40%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

YORKTOWN



Second of the Essex class carriers, Yorktown's planes inflicted heavy losses on the enemy at Truk and in the Marianas. The carrier supported American troops in the Philippines, at Iwo Jima, and at Okinawa. Active until 1970, the decommissioned Yorktown in 1975 formed the core of the National Historic Landmark fleet of ships at Patriot's Point. (Photo courtesy National Maritime Initiative/James P. Delgado)

Official #CV-10

INIT #168

Current Location: MOUNT PLEASANT, SOUTH CAROLINA

Previous Name(s): USS YORKTOWN (1945-1973)

Built in 1943 by NEWPORT NEWS SHIPBUILDING & DRYDOCK COMPANY
Built at NEWPORT NEWS, VIRGINIA
Built for U.S. NAVY

Vessel Type: AIRCRAFT CARRIER

Original Use: NAVAL

Present Use: MUSEUM

Military Vessel Class: ESSEX

Armament: ORIG. NINETY-ONE AIRCRAFT, TWELVE 5-INCH/38 CALIBER GUNS,
THIRTY-TWO 40MM AND FORTY-SIX 20MM GUNS

Masts: 1; Rigging: UNRIGGED

Length: 856.0; Beam: 93.0; Depth of Hold: 54.6; Draft: 30.0; Displacement: 33292.0

Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL

Engines: STEAM, GEARED TURBINES; Horsepower: 150000.0; Propulsion: QUAD SCREW

Owner: PATRIOT'S POINT DEVELOPMENT AUTHORITY

Address: 40 PATRIOT'S POINT ROAD

MT. PLEASANT, SC 29464

Phone: 803-884-2727

NATIONAL HISTORIC LANDMARK

National Register Status: LISTED; Significance Level: NATIONAL; Reference #82001519

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT

Accessible: TRUE; Afloat: TRUE; Operating: FALSE

ZODIAC

Zodiac began her career as a luxury sailing craft, but spent most of her active service as a pilot boat off San Francisco Bay. Plans call for her to be used for sail training and public service cruises once her restoration is complete.

Official #223755

INIT #20

Current Location: SEATTLE, WASHINGTON

Previous Name(s): ZODIAC (1924-1931)
CALIFORNIA (1931-1982)

Built in 1924 by HODGDON BROTHERS
Built at EAST BOOTHBAY, MAINE
Built for R. W. AND J. S. JOHNSON

Vessel Type: SCHOONER
Original Use: YACHT, LATER PILOT SCHOONER
Present Use: UNDER RESTORATION

Masts: 2; Rigging: SCHOONER
Length: 111.4; Beam: 25.2; Depth of Hold: 11.5
Gross Tonnage: 145.0; Net: 89.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: 275.0
Propulsion: SAIL/SINGLE SCREW

Owner: THE VESSEL ZODIAC CORPORATION
Address: P.O. BOX 322
SNOHOMISH, WA 28290

Phone: 206-483-4088

National Register Status: LISTED; Significance Level: NATIONAL; Reference #82004248

Condition: GOOD; Original Fabric: 75%

Preservation Objective: OPERATION/SAIL TRAINING
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

Appendix I. Other Large Historic Vessels

COMMERCIAL OPERATION (NO PASSENGERS)

	<u>Location</u>	<u>Vessel Type</u>	<u>Built</u> <u>Present Use</u>
<i>Atlantic IV</i>	Wilmington, NC	Tug	1932 Tugboat
* <i>Clarence Crockett</i>	Deal Island, MD	Skipjack	1908 Under Restoration for Dredging
* <i>Claude W. Somers</i>	Tilghman, MD	Skipjack	1911 Under Restoration for Dredging
* <i>Donald B</i>	Georgetown, OH	Sternwheel Towboat	1923 Towing
<i>E. M. Ford</i>	Cleveland, OH	Steamer	1898 Bulk Cement Carrier
* <i>F. C. Lewis, Jr.</i>	Wewona, MD	Skipjack	1907 Under Restoration for Dredging
* <i>Fannie L. Daugherty</i>	Wewona, MD	Skipjack	1904 Oyster Dredging
<i>Flora A. Price</i>	Rock Hall, MD	Skipjack	1910 Oyster Dredging
* <i>George N. Cretekos</i>	Tarpon Springs, FL	Sponge Diving Boat	1941 Sponge Fishing
* <i>Hilda M. Willing</i>	Tilghman, MD	Skipjack	1905 Oyster Dredging
* <i>Howard</i>	Wewona, MD	Skipjack	1909 Oyster Dredging
<i>J. B. Ford</i>	Milwaukee, WI	Freighter	1904 Bulk Cement Carrier
<i>J. S. Lewis</i>	Charleston, WV	Towboat	1931 Towing
* <i>Katheryn M. Lee</i>	Dover, DE	Schooner	1912 Oystering
* <i>Kathryn</i>	Tilghman, MD	Skipjack	1901 Oyster Dredging
<i>Lewis G. Harriman</i>	Green Bay, WI	Freighter	1923 Bulk Cement Carrier
* <i>Maggie S. Myers</i>	Dover, DE	Schooner	1893 Crabbing
<i>Mamie A. Mister</i>	Tilghman, MD	Skipjack	1910 For Sale as Dredger
* <i>N. K. Symi</i>	Tarpon Springs, FL	Sponge Diving Boat	1935 Sponge Fishing
* <i>Nellie L. Byrd</i>	Tilghman, MD	Skipjack	1911 Oyster Dredging
* <i>Rebecca T. Ruark</i>	Tilghman, MD	Skipjack	1886 Oyster Dredging
* <i>Sigsbee</i>	Rock Hall, MD	Skipjack	1901 Oyster Dredging
<i>St. Clair</i>	Staten Island, NY	Lightship	1904 Lighter
<i>Telco</i>	San Francisco, CA	Tug	1938 Towing
* <i>Virginia W</i>	Tilghman, MD	Skipjack	1904 Oyster Dredging
<i>Wilma Lee</i>	Tilghman, MD	Skipjack	1940 Oyster Dredging
<i>Wisconsin</i>	Cleveland, OH	Tug	1897 Towing

PRIVATE RECREATION

	<u>Location</u>	<u>Vessel Type</u>	<u>Built</u> <u>Present Use</u>
<i>Alabama</i>	Vineyard Haven, MA	Aux. Schooner	1925 Yacht
<i>Burma Queen</i>	San Francisco, CA	Launch	1927 Yacht
<i>Coronet</i>	Gloucester, MA	Schooner	1885 Yacht
<i>Delphine</i>	Norfolk, VA	Steam Yacht	1921 Under Restoration
<i>Domino Effect</i>	Rockland, ME	Ram Schooner	1900 For Sale
* <i>Elf</i>	Earleville, MD	Yacht	1888 Yacht
* <i>Helianthus III</i>	Annapolis, MD	Yacht	1921 Cruising/Residence/Research
* <i>Kestrel</i>	Toms River, NJ	Yacht	1892 Laid Up/Under Rehabilitation
* <i>Lotus</i>	Olympia, WA	Motor Vessel	1908 Houseboat
<i>Sea Bird</i>	Duluth, Minnesota	Tug	1900 Scuba Diving Boat

<i>Suisun</i>	Sausalito, CA	Motor/Survey Launch	1914 Yacht
<i>Wanderbird</i>	Sausalito, CA	Pilot Schooner	1879 Yacht

PRESERVATION FUTURE UNCERTAIN

	<u>Location</u>	<u>Vessel Type</u>	<u>Built</u> <u>Present Use</u>
<i>Alice</i>	Anacortes, WA	Tug	1897 For Sale
<i>Aubrey L. Hudgins</i>	Crisfield, MD	Lighthouse Tender	1903 For Sale
<i>*Bernice J.</i>	Chestertown, MD	Skipjack	1904 Laid Up on Land/"Dead"
<i>Charles F. Richardson</i>	Haletown, TN	Towboat	1921 Laid Up
<i>Des Moines</i>	Philadelphia, PA	Heavy Cruiser	1948 Reserve Fleet
<i>Fordham</i>	Toms River, NJ	Ferry	1922 Laid Up
<i>Highway 16</i>	Muskegon, MI	Landing Ship, Tank	1942 Auto Ferry/For Sale
<i>Hornet</i>	Bremerton, WA	Aircraft Carrier	1943 Reserve Fleet
<i>*Ida May</i>	Chance, MD	Skipjack	1906 Laid Up/Abandoned
<i>*Island Belle</i>	Smith Island, MD	Motor Vessel	1916 Laid Up/Abandoned
<i>L. E. Block</i>	Escanaba, MI	Freighter	1927 Laid Up
<i>*Luna</i>	Boston, MA	Tug	1930 Partially Submerged
<i>Madrona</i>	Anacortes, WA	Tug	1923 Laid Up/For Sale
<i>*Maggie Lee</i>	Tilghman, MD	Skipjack	1903 Laid Up/For Sale
<i>Manitou</i>	Piney Point, MD	Yacht	1937 Laid Up/For Sale
<i>Martha's Vineyard</i>	Boston, MA	Passenger Vessel	1923 Laid Up/For Sale
<i>*Mary D. Hume</i>	Gold Beach, OR	Steam Schooner	1881 Partially Submerged
<i>Mary Murray</i>	New Brunswick, NJ	Ferry	1938 Laid Up
<i>Mission Santa Ynez</i>	Benicia, CA	T-2 Tanker	1943 Laid Up
<i>Moshulu</i>	Wilmington, DE	Bark	1904 Laid Up/For Sale
<i>*Ralph T. Webster</i>	Tilghman, MD	Skipjack	1905 Laid Up/Abandoned
<i>*Ruby G. Ford</i>	Tilghman, MD	Skipjack	1891 Laid Up on Land/Abandoned
<i>Sallie Bramble</i>	Cambridge, MD	Bugeye	1890 Laid Up
<i>Samuel Mather</i>	Toledo, OH	Freighter	1924 Laid Up
<i>*Sea Gull</i>	Oriole, MD	Skipjack	1924 Laid Up/"Dead"
<i>South American</i>	Baltimore, MD	Passenger Vessel	1914 Laid Up
<i>*St. Nicholas VI</i>	Tarpon Springs, FL	Sponge Diving Boat	1927 Laid Up
<i>*Susan May</i>	Wewona, MD	Skipjack	1901 Laid Up/Abandoned
<i>*Vayu</i>	New London, CT	Yacht	1905 Laid Up/For Sale
<i>Venus</i>	Boston, MA	Tug	1930 Laid Up
<i>Williamsburg</i>	Washington, DC	Yacht	1930 Laid Up
<i>Yankee</i>	Riverside, RI	Ferry	1907 Laid Up

*Indicates vessel is listed in the National Register of Historic Places

Appendix II. Vessels Not Included in the Inventory Due to Lack of Information

	<u>Vessel Type</u>	<u>Built</u>	<u>Last Known Use</u>
<i>Annie R. Shillingsburg</i>	Schooner	1909	Oystering
<i>Joy Parks</i>	Sloop	1936	Museum
<i>Leon Fraser</i>	Freighter	1942	Ore Trade
<i>Lightship No. 84</i>	Lightship	1907	Under Renovation
<i>Lightship No. 115</i>	Lightship	1930	Abandoned
<i>*Mamie S. Barrett</i>	River Towboat	1921	Laid Up
<i>Marine Ship Chandlery</i>	Floating Machine Shop	1919	Laid Up
<i>Neptune</i>	Dredge	1906	Museum
<i>No. 249</i>	Canal Boat		Museum
<i>Old Barge Cafe</i>	Barge		Cafe and Workshop
<i>*Piase</i>	Towboat	1921	Recreation
<i>Reliance</i>	Skipjack	1904	Abandoned
<i>Richard Robbins Sr.</i>	Schooner	1902	Passenger Cruises
<i>Sachem</i>	Yacht	1902	Yacht
<i>*Santa Rosa</i>	Ferry	1926	Commercial
<i>Sylvina W. Beal</i>	Schooner	1911	Passenger Cruises
<i>Tankmaster No. 1</i>	Tug	1897	Steam Tank Cleaner
<i>Western Flyer</i>	Purse Seiner	1937	Fishing

*Indicates vessel is listed in the National Register of Historic Places

Appendix III. Vessels Lost Since the Creation of the Inventory

	<u>Vessel Type</u>	<u>Built</u>	<u>Cause of Loss</u>
<i>American</i>	Schooner	1921	Scrapped
<i>Chauncey M. Depew</i>	Passenger Vessel	1913	Sunk
<i>Chief Wawatam</i>	Ferry	1911	Scrapped
<i>*G. A. Boeckling</i>	Ferry	1909	Burned
<i>Kennedy</i>	Dredge	1932	Scrapped
<i>Lilac</i>	Lighthouse Tender	1933	Scrapped
<i>*Margaret Emilie</i>	Schooner	1912	Scrapped
<i>Princess Louise</i>	Liner	1921	Sunk
<i>*Vashon</i>	Ferry	1930	Sunk

*Indicates vessel is listed in the National Register of Historic Places

I. Index of Large Preserved Historic Vessels According to State Location

ALABAMA

<i>Alabama</i>	Mobile
<i>Drum</i>	Mobile
<i>Montgomery</i>	Aliceville

ALASKA

<i>Nenana</i>	Fairbanks
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ARKANSAS

<i>Arkansas II</i>	North Little Rock
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CALIFORNIA

<i>Alma</i>	San Francisco
<i>Balclutha</i>	San Francisco
<i>Berkeley</i>	San Diego
<i>C. A. Thayer</i>	San Francisco
<i>City of Oakland</i>	Oakland
<i>Delta King</i>	Sacramento
<i>Eppleton Hall</i>	San Francisco
<i>Eureka</i>	San Francisco
<i>Gen. Frank M. Cox</i>	Burlingame
<i>Hercules</i>	San Francisco
<i>Ida M.</i>	San Rafael
<i>Jeremiah O'Brien</i>	San Francisco
<i>Klamath</i>	San Francisco
<i>Lane Victory</i>	San Pedro
<i>Lewis Ark</i>	San Francisco
<i>Lightship WAL-605 "Relief"</i>	San Francisco
<i>Madaket</i>	Eureka
<i>Medea</i>	San Diego
<i>Ocean Waif</i>	San Pedro
<i>Pampanito</i>	San Francisco
<i>Potomac</i>	Stockton
<i>Queen Mary</i>	Long Beach
<i>Ralph J. Scott</i>	San Pedro
<i>Star of India</i>	San Diego
<i>Virginia</i>	Dana Point
<i>Wapama</i>	Sausalito
<i>Warden Johnston</i>	San Mateo

CONNECTICUT

<i>Brilliant</i>	Mystic
<i>Charles W. Morgan</i>	Mystic
<i>Christeen</i>	Essex
<i>Eagle</i>	New London
<i>Emma C. Berry</i>	Mystic
<i>Florence</i>	Mystic
<i>Ha. 8</i>	Groton

Hope
Joseph Conrad
L. A. Dunton
Nautilus
Sabino

Norwalk
Mystic
Mystic
Groton
Mystic

DISTRICT OF COLUMBIA

Barry
Philadelphia

Washington
Washington

DELAWARE

Lightship No. 118 "Overfalls"
Mohawk

Lewes
Wilmington

FLORIDA

City of Keansburg
Governor Stone
Ha. 19
St. Nicholas III

Palatka
Apalachicola
Key West
Tarpon Springs

GUAM

Japanese Midget Submarine

Agana

HAWAII

Bowfin
Falls of Clyde

Honolulu
Honolulu

IDAHO

Jean

Lewiston

ILLINOIS

U-505

Chicago

INDIANA

Milwaukee Clipper

Hammond

IOWA

City of Clinton
Geo. M. Verity
Lone Star
Queen
Sergeant Floyd
William M. Black

Clinton
Keokuk
Le Claire
Des Moines
Sioux City
Dubuque

KANSAS

William S. Mitchell

Kansas City

KENTUCKY

Belle of Louisville
Mayor Andrew Broaddus
Mike Fink
Wake Robin

Louisville
Louisville
Covington
Warsaw

LOUISIANA

Cabot/Dedalo
Delta Queen
Deluge
Kidd

New Orleans
New Orleans
New Orleans
Baton Rouge

MAINE

American Eagle
Bowdoin
Grace Bailey
Isaac H. Evans
J. & E. Riggis
Katahdin
Lewis R. French
Lightship No. 112 "Nantucket"
Mercantile
Roseway
Sherman Zwicker
Stephen Taber
Surprise
Wendameen

Rockland
Castine
Camden
Rockland
Rockland
Greenville
Rockland
Portland
Camden
Camden
Boothbay Harbor
Camden
Camden
Rockland

MARYLAND

Baltimore
Constellation
E. C. Collier
Edna E. Lockwood
Elsworth
John W. Brown
Lightship No. 116 "Chesapeake"
Mary W. Somers
Minnie V.
Mustang
Old Point
Penguin
Rosie Parks
Stanley Norman
Taney
Torsk
Wm. B. Tennison

Baltimore
Baltimore
St. Michaels
St. Michaels
Chestertown
Baltimore
Baltimore
Havre de Grace
Baltimore (Summer)
St. Michaels
St. Michaels
Solomons
St. Michaels
Annapolis
Baltimore
Baltimore
Solomons

MASSACHUSETTS

<i>Adventure</i>	Gloucester
<i>Alert</i>	New Bedford
<i>Congarda</i>	Gloucester
<i>Cassin Young</i>	Boston
<i>Constitution</i>	Charlestown
<i>Edmund Fitzgerald</i>	Quincy
<i>Ernestina</i>	New Bedford
<i>Evelina M. Goulart</i>	Fairhaven
<i>Joseph P. Kennedy Jr.</i>	Fall River
<i>Lightship No. 114 "New Bedford"</i>	New Bedford
<i>Lionfish</i>	Fall River
<i>Massachusetts</i>	Fall River
<i>Nantucket I</i>	Boston
<i>Nantucket II</i>	Boston
<i>New York Central No. 16</i>	Buzzard's Bay
<i>Nobska</i>	Fall River
<i>Pilot</i>	Boston
<i>PT 617</i>	Fall River
<i>PT 796</i>	Fall River
<i>Tabor Boy</i>	Marion

MICHIGAN

<i>Aloha</i>	Glen Haven
<i>Alvin Clark</i>	Menominee
<i>City of Milwaukee</i>	Elberta
<i>Columbia</i>	Detroit
<i>Evelyn S.</i>	South Haven
<i>Keewatin</i>	Douglas
<i>Lansdowne</i>	Detroit
<i>Lightship No. 103 "Huron"</i>	Port Huron
<i>Marquette</i>	Muskegon
<i>Reiss</i>	Douglas
<i>Silversides</i>	Muskegon
<i>Ste. Claire</i>	Detroit
<i>Valley Camp</i>	Sault Ste. Marie

MINNESOTA

<i>Edna G.</i>	Two Harbors
<i>Ellen Ruth</i>	Wahkon
<i>Minnesota Centennial Showboat</i>	Minneapolis
<i>William A. Irvin</i>	Duluth

MISSOURI

<i>Admiral</i>	St. Louis
<i>Goldenrod</i>	St. Charles
<i>Inaugural</i>	St. Louis
<i>President</i>	St. Louis
<i>Ste. Genevieve</i>	St. Charles

MONTANA

<i>Paul Bunyan</i>	Polson
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NEBRASKA

Captain Meriwether Lewis
Hazard
Marlin

Brownville
Omaha
Omaha

NEW HAMPSHIRE

Albacore

Portsmouth

NEW JERSEY

American
Binghamton
Clyde A. Phillips
Lehigh Valley Railroad Barge No. 79
Ling
Nellie & Mary
Second Sun

Cape May
Edgewater
Leesburg
Hoboken
Hackensack
Bridgeton
Lower Alloway Creek

NEW YORK

Americana
Commander
Croaker
Derrick Boat No. 8
Edson
Edward M. Cotter
Firefighter
Growler
Intrepid
Jean
John J. Harvey
Lettie G. Howard
Lightship No. 87 "Ambrose"
Little Jennie
Little Rock
Maj. Gen. Wm. H. Hart
Mathilda
Modesty
Nash
Peking
Pioneer
Priscilla
The Sullivans
Vernie S.
W. O. Decker
Wavertree

Buffalo
Haverstraw
Buffalo
Oswego
New York
Buffalo
Staten Island
New York
New York
Huntington
New York
New York
New York
Huntington
Buffalo
New York
Kingston
West Sayville
Buffalo
New York
New York
West Sayville
Buffalo
New York
New York
New York

NORTH CAROLINA

John Taxis
North Carolina

Wilmington
Wilmington

OHIO

Becky Thatcher
Cod
Majestic
W. P. Snyder Jr.
William G. Mather
Willis B. Boyer

Marietta
Cleveland
Cincinnati
Columbus
Cleveland
Toledo

OKLAHOMA

Batfish

Muskogee

OREGON

David S. Campbell
Lightship WAL-604 "Columbia"
Portland
River Queen

Portland
Astoria
Portland
Portland

PENNSYLVANIA

Becuna
Gazela Philadelphia
Jupiter
Lightship No. 79 "Barnegat"
New Way
Niagara (1813)
Niagara (1897)
Olympia
Requin

Philadelphia
Philadelphia
Philadelphia
Philadelphia
Philadelphia
Erie
Erie
Philadelphia
Pittsburgh

SOUTH CAROLINA

Clamagore
Comanche
Ingham
Laffey
Savannah
Yorktown

Mount Pleasant
Mount Pleasant
Mount Pleasant
Mount Pleasant
Mount Pleasant
Mount Pleasant

TEXAS

Cavalla
Elissa
MSB-5
Stewart
Texas

Galveston
Galveston
Fort Worth
Galveston
Laporte

VERMONT

Adirondack
CG 52302D
Ticonderoga

Burlington
Basin Harbor
Shelburne

VIRGINIA

Alexandria
City of Norfolk
Dorothy
Lightship No. 101 "Portsmouth"
Sequoia
Thomas W. Clyde

Alexandria
Norfolk
Newport News
Portsmouth
Norfolk
Charles City County

WASHINGTON

Adventuress
Alki
Arthur Foss
Duwamish
Equator
Fir
Fireboat No. 1
Lightship No. 83 "Relief"
San Mateo
Virginia V
W. T. Preston
Wawona
Zodiac

Seattle
Seattle
Seattle
Seattle
Everett
Seattle
Tacoma
Kirkland
Seattle
Seattle
Anacortes
Seattle
Seattle

WEST VIRGINIA

P. A. Denny

Charleston

WISCONSIN

Buddy O.
Cobia
Col. D. D. Gaillard
Meteor

Two Rivers
Manitowoc
Superior
Superior

II. Index of Large Preserved Historic Vessels According to Vessel Type

ARMY CORPS OF ENGINEERS

Arkansas II
Becky Thatcher
Captain Meriwether Lewis
Col. D. D. Gaillard
Marquette
Minnesota Centennial ShowBoat
Montgomery
Nash
Old Point
Sergeant Floyd
Ste. Genevieve
W. T. Preston
William M. Black
William S. Mitchell

Snagboat
 River Steamboat
 Self-Propelled Dustpan Dredge
 Dipper Dredge
 Tug
 Towboat
 Snagboat
 Tug
 Dredge
 Towboat
 Dredge (Cutterhead Pipeline)
 Snagboat
 Dredge
 Dredge

CARGO--STEAM, MOTOR

Jeremiah O'Brien
John W. Brown
Lane Victory
Meteor
Niagara (1897)
Savannah
Valley Camp
Wapama
William A. Irvin
William G. Mather
Willis B. Boyer

Liberty Ship
 Liberty Ship
 Victory (VC2-S-AP2 Type)
 Whaleback
 Passenger Vessel
 Nuclear Ship
 Freighters
 Passenger Vessel
 Freighters
 Steam Freighters/Great Lakes
 Freighters

CARGO--SAIL

Alexandria
Alma
Alvin Clark
American Eagle
Balclutha
C. A. Thayer
Elissa
Equator
Falls of Clyde
Governor Stone
Grace Bailey
Isaac H. Evans
Joseph Conrad
Lewis R. French
Mercantile
Peking
Pioneer
Star of India
Stephen Taber
Wavertree
Wawona

Schooner
 Scow Schooner
 Schooner
 Auxiliary Schooner
 Ship
 Schooner
 Bark
 Schooner
 Ship
 Schooner
 Schooner
 Schooner
 Ship
 Schooner
 Schooner
 Bark
 Schooner
 Bark
 Schooner
 Ship
 Schooner

COAST GUARD

CG 52302D

Eagle

Fir

Lightship No. 79 "Barnegat"

Lightship No. 83 "Relief"

Lightship No. 87 "Ambrose"

Lightship No. 101 "Portsmouth"

Lightship No. 103 "Huron"

Lightship No. 112 "Nantucket"

Lightship No. 114 "New Bedford"

Lightship No. 116 "Chesapeake"

Lightship No. 118 "Overfalls"

Lightship WAL-604 "Columbia"

Lightship WAL-605 "Relief"

Mayor Andrew Broadus

Mohawk

Nantucket I

Nantucket II

Taney

Wake Robin

52-foot Buoy Boat

Bark

Lighthouse Tender

Lightship

Lightship

Lightship

Lightship

Lightship

Lightship

Lightship

Lightship

Lightship

Lightship

Lightship

Lifesaving Station

Cutter

Lightship

Lightship

Coast Guard Cutter

Lighthouse Tender

FISHING--GENERAL

Adventure

Aloha

American

Buddy O.

Charles W. Morgan

Christeen

Clyde A. Phillips

Emma C. Berry

Ernestina

Evelina M. Goulart

Evelyn S.

Florence

Gazela Philadelphia

Hope

J. & E. Riggin

L. A. Dunton

Lettie G. Howard

Modesty

Nellie & Mary

Priscilla

Sherman Zwicker

St. Nicholas III

Surprise

Motor Fishing

Fish Tug

Schooner

Fish Tug

Bark

Sloop

Schooner

Sloop

Schooner

Schooner

Fish Tug

Fishing Boat (Dragger)

Barkentine

Sloop

Schooner

Schooner

Schooner

Sloop

Schooner

Schooner

Schooner

Sponge Diving Boat

Schooner (Gloucester)

FISHING--SKIPJACKS/BUGEYES

City of Norfolk

E. C. Collier

Edna E. Lockwood

Elsworth

Little Jennie

Mary W. Somers

Minnie V.

Rosie Parks

Skipjack

Skipjack

Bugeye

Skipjack

Bugeye

Skipjack

Skipjack

Skipjack

Stanley Norman
Thomas W. Clyde
Wm. B. Tennison

Skipjack
Skipjack
Buyboat/orig. Bugeye

NAVAL--BATTLESHIPS

Alabama
Massachusetts
North Carolina
Texas

Battleship
Battleship
Battleship
Battleship

NAVAL--CARRIERS

Cabot/Dedalo
Intrepid
Yorktown

Aircraft Carrier (light)
Aircraft Carrier
Aircraft Carrier

NAVAL--DESTROYERS

Barry
Cassin Young
Edson
Joseph P. Kennedy Jr.
Kidd
Laffey
Stewart
The Sullivans

Destroyer
Destroyer
Destroyer
Destroyer
Destroyer
Destroyer
Destroyer Escort
Destroyer

NAVAL--OTHER

City of Oakland
Constellation
Constitution
Hazard
Inaugural
Ingham
Little Rock
MSB-5
Niagara (1813)
Olympia
Philadelphia
Potomac
PT 617
PT 796
Sequoia

Tug/Yard Tug, large
Frigate
Frigate
Minesweeper
Minesweeper
WPG-Gunboat
Guided Missile Light Cruiser
Minesweeper
Brig
Cruiser
Gondola
Coast Guard Cutter, later Yacht
Motor Torpedo Boat
Patrol Torpedo Boat
Yacht

NAVAL--SUBMARINES

Albacore
Batfish
Becuna
Bowfin
Cavalla
Clamagore
Cobia
Cod
Croaker

Submarine
Submarine
Submarine
Submarine
Submarine
Submarine
Submarine
Submarine
Submarine

Drum
Growler
Ha. 19
Ha. 8
Japanese Midget Submarine
Ling
Lionfish
Marlin
Nautilus
Pampanito
Requin
Silversides
Torsk
U-505

Submarine
 Submarine
 Midget Submarine
 Midget Submarine
 Midget Submarine
 Submarine
 Submarine
 Submarine
 Nuclear Submarine
 Submarine
 Submarine
 Submarine
 Submarine
 Submarine

OTHER

Bowdoin
Derrick Boat No. 8
Lehigh Valley Railroad Barge No. 79
New Way
Penguin

Schooner
 Floating Derrick
 Railroad Barge
 Schooner
 Deadrise Workboat

PASSENGER

Adirondack
Admiral
Alert
Americana
Belle of Louisville
Berkeley
Binghamton
City of Keansburg
City of Milwaukee
Columbia
Commander
Delta King
Delta Queen
Ellen Ruth
Eureka
Gen. Frank M. Cox
Katahdin
Keewatin
Klamath
Lansdowne
Maj. Gen. Wm. H. Hart
Milwaukee Clipper
Nenana
Nobska
President
Queen
Queen Mary
River Queen
Sabino
San Mateo
Second Sun
Ste. Claire
Ticonderoga
Vernie S.

Ferry
 Passenger Vessel
 Coastal Ferry
 Passenger Vessel
 River Steamboat/Day Packet
 Ferry
 Ferry
 Passenger Vessel
 Great Lakes Car Ferry
 Passenger Vessel
 Passenger Vessel
 Passenger Vessel
 River Steamboat
 River Steamboat
 Passenger Launch
 Double-Ender Ferry
 Passenger Vessel
 Passenger Vessel
 Passenger Vessel
 Ferry
 Car Ferry
 Ferry
 Passenger Vessel
 River Steamboat
 Passenger Vessel
 River Steamboat
 Passenger Vessel
 Liner
 Ferry
 Passenger Vessel
 Ferry
 Ferry
 Passenger Vessel
 Passenger Vessel
 Passenger Vessel

Virginia V
Warden Johnston

Passenger Vessel
Motor Launch

PILOTBOATS

Adventuress
Comanche
Pilot
Roseway
Tabor Boy
Zodiac

Schooner
Pilotboat/orig. Cutter
Pilot Schooner
Schooner
Schooner
Schooner

RIVER TOWBOATS (including BARGES)

City of Clinton
Geo. M. Verity
Goldenrod
Jean
Lone Star
Majestic
Mike Fink
P. A. Denny
Paul Bunyan
Portland
W. P. Snyder Jr.

Towboat
Towboat
Showboat
Towboat
Tug
Showboat
Towboat
Towboat
Towboat
Towboat
Towboat

TUGBOATS (including FIREBOATS)

Alki
Arthur Foss
Baltimore
David S. Campbell
Deluge
Dorothy
Duwamish
Edmund Fitzgerald
Edna G.
Edward M. Cotter
Eppleton Hall
Fireboat No. 1
Firefighter
Hercules
John J. Harvey
John Taxis
Jupiter
Mathilda
New York Central No. 16
Ralph J. Scott
Reiss
W. O. Decker

Fireboat
Tug
Tug
Fireboat
Fire Fighting Tug
Tug
Fireboat
Tug
Tug
Fireboat
Tug
Fireboat
Fireboat
Tug
Fireboat
Tug
Tug
Tug
Tug
Fireboat
Tug
Tug

YACHTS--RECREATION

Brilliant
Cangarda
Ida M.
Jean
Lewis Ark

Schooner
Steam Yacht
Yacht
Motor Cruiser
Houseboat

Madaket
Medea
Mustang
Ocean Waif
Virginia
Wendameen

Launch
Steam Yacht
Brogan Log Canoe
Yacht
Yacht "Q-Boat"
Yacht

III. Index of Large Preserved Vessels According to Present Use

ADAPTIVE USE

Admiral
American
Becky Thatcher
Binghamton
City of Clinton
Delta King
Edmund Fitzgerald
Gen. Frank M. Coxe
Klamath
Lansdowne
Mayor Andrew Broaddus
Mike Fink
Minnesota Centennial Showboat
New York Central No. 16
Queen Mary
River Queen
Second Sun
Sergeant Floyd
Center

Floating Entertainment Center
 Restaurant
 Theater
 Restaurant
 Museum/Theater
 Restaurant/Shops
 Restaurant
 Restaurant
 Offices
 Restaurant
 Landing Stage/Offices
 Restaurant
 Showboat
 Restaurant/Display
 Museum/Hotel/Restaurant
 Restaurant
 Visitor Center
 Museum/Tourist Information

AWAITING OR UNDER RESTORATION

Alert
Arkansas II
Cangarda
Christeen
City of Keansburg
City of Milwaukee
City of Norfolk
Clyde A. Phillips
Col. D. D. Gaillard
Duwamish
E. C. Collier
Edna G.
Evelina M. Goulart
Ida M.
John W. Brown
Lettie G. Howard
Lightship No. 114 "New Bedford"
Maj. Gen. Wm. H. Hart
Mary W. Somers
Nantucket I
Nantucket II
Nellie & Mary
Niagara (1897)
Nobska
Portland
Queen
San Mateo
Sequoia
Wake Robin
Wavertree
William G. Mather
William S. Mitchell
Zodiac

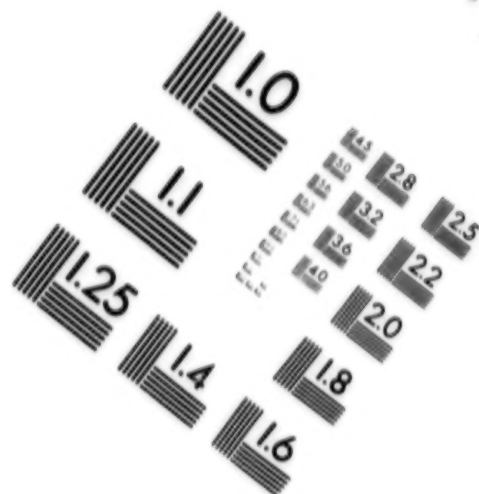
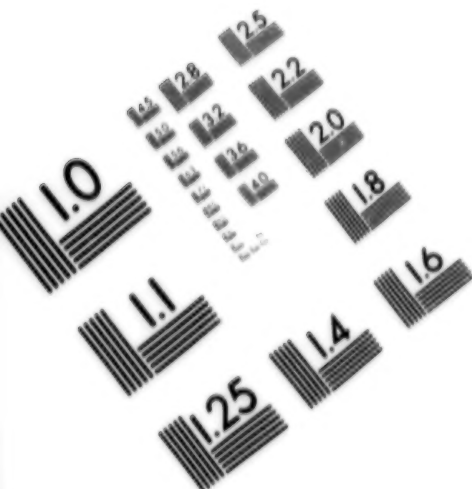
Laid Up/Under Restoration
 Laid Up (Awaiting Restoration)
 Under Restoration
 Exhibit/Under Restoration
 Laid Up (Awaiting Restoration)
 Museum (Proposed)
 Laid Up/Plans for Restoration
 Under Restoration
 Museum (Proposed)
 Laid Up (Awaiting Restoration)
 Under Restoration
 Laid Up at Museum
 Museum (Proposed)
 Under Restoration
 Under Restoration/Museum
 Under Restoration
 Under Restoration
 Laid Up (Awaiting Restoration)
 Laid Up (Awaiting Restoration)
 Museum (Proposed)
 Laid Up (Awaiting Restoration)
 Museum (Proposed)
 Museum (Proposed)
 Under Restoration
 Laid Up (Awaiting Restoration)
 Laid Up (Awaiting Restoration)
 Museum (Proposed)
 In Storage
 Laid Up (Awaiting Restoration)
 Museum (Proposed)
 Museum (Proposed)
 Museum (Proposed)
 Under Restoration



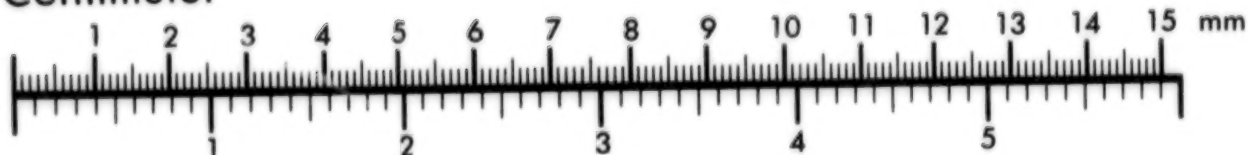
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Association for Information and Image Management

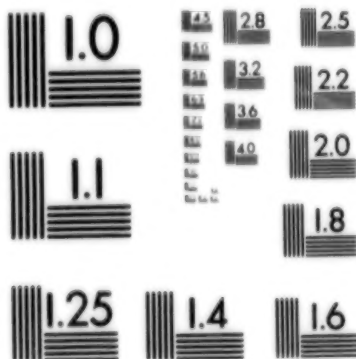
1100 Wayne Avenue, Suite 1100
Silver Spring, Maryland 20910
301/587-8202



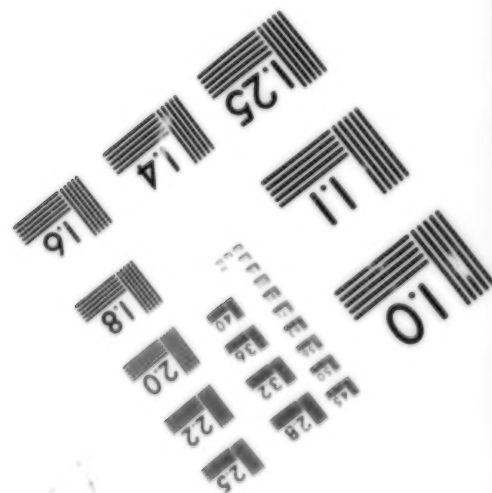
Centimeter

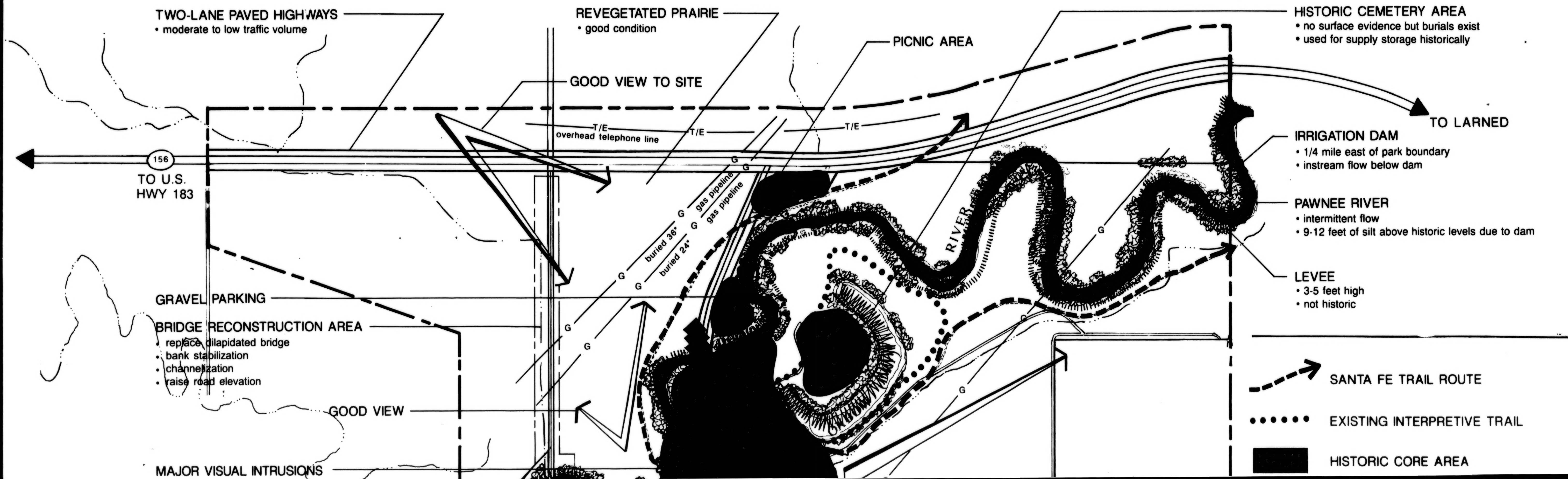


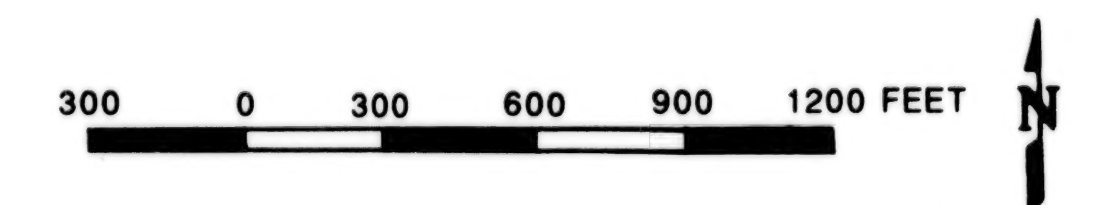
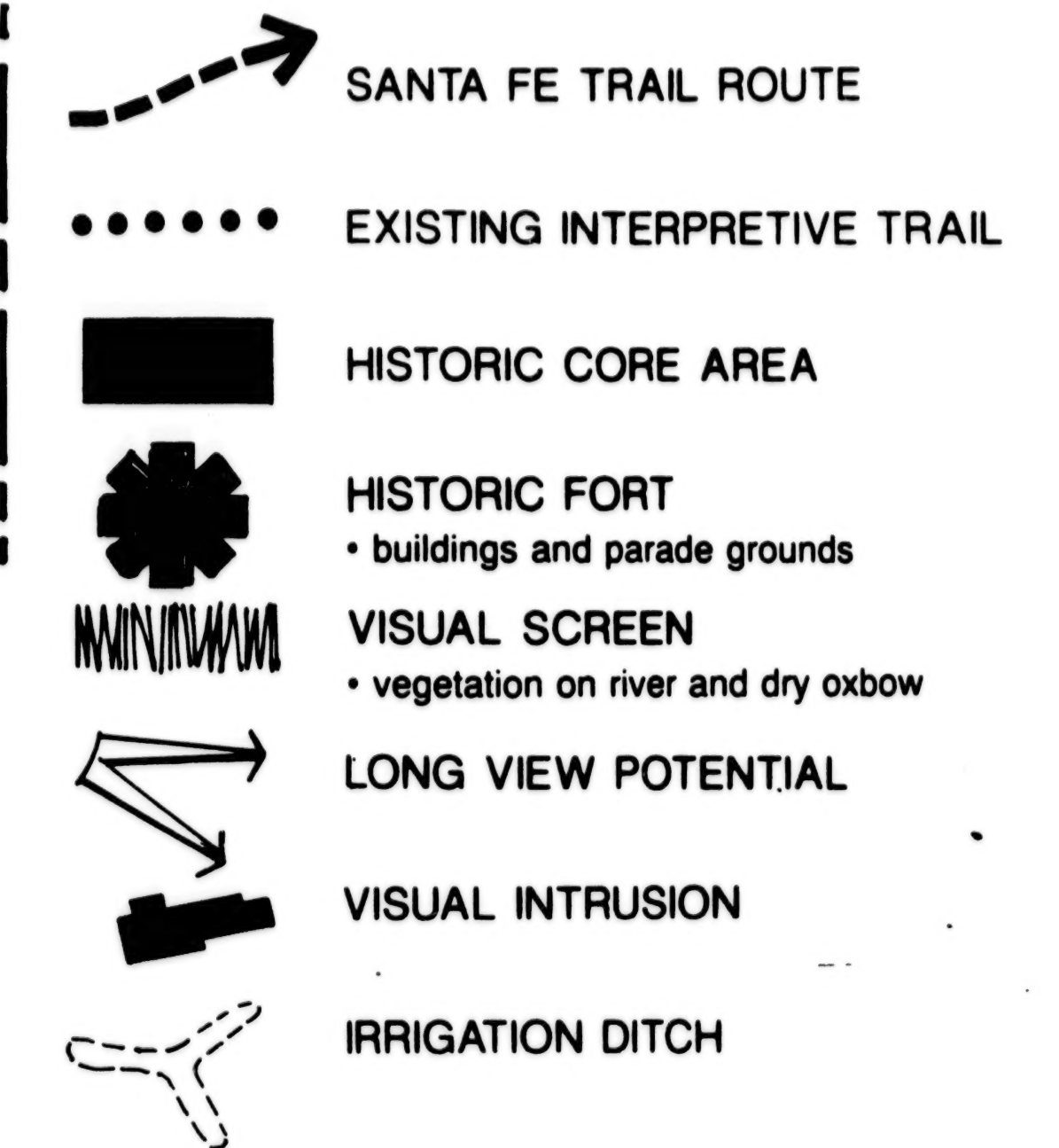
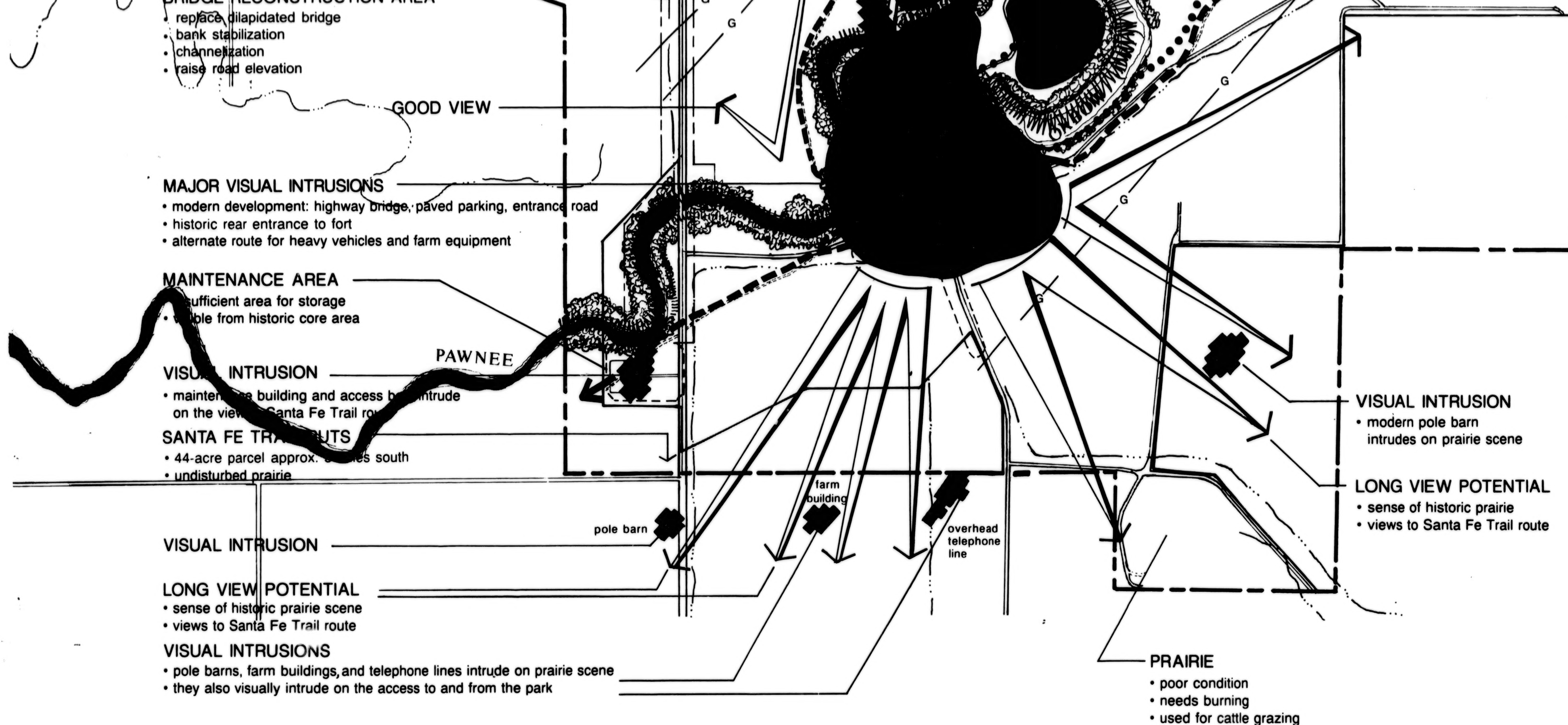
Inches



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SITE ANALYSIS

FORT LARNED NATIONAL HISTORIC SITE

UNITED STATES DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

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